

# The Hongkong Telegraph

(ESTABLISHED 1881).

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## STOP PRESS TELEGRAMS.

### THE RUSSO-POLISH SITUATION.

#### MINSK CONFERENCE ADJOURNS.

London, August 18. The Minsk Conference opened on August 17 and adjourned till to-day.

#### AMERICA'S ATTITUDE.

Washington, August 19. The Secretary of State (Mr. Colby) has informed the Polish delegation that the United States is unable to send substantial aid to Poland, but would do "everything that it was permitted to do."

#### BELGIUM NEUTRAL.

Brussels, August 19. The Belgian Government has decided to maintain neutrality in the Russo-Polish War until after the Minsk Conference.

#### RUSSIAN TROOPS IN JEOPARDY.

Paris, August 19. It is learned from Warsaw that the right wing of Pilsudski's army is threatening the Russian columns advancing on Warsaw with envelopment.

#### REDS ON THE RUN.

Paris, August 19. A message for Warsaw says the Polish artillery is causing great confusion among the Bolshevik forces, who are now on the run. The Reds are evacuating Brest Litovsk. A Polish communiqué declares that three Red Divisions have been annihilated outside Warsaw and thousands of prisoners taken. There is still no news from Minsk, the wireless calls being unanswered.

#### THE "MESPOT" UNREST.

#### FRESH OUTBREAKS REPORTED.

London, August 19. The War Office reports that further outbreaks have occurred in Mesopotamia on a considerable scale, particularly north-east and west of Bagdad. Bands of tribesmen cut the railways and telegraph from Bagdad to Kifri and Kirkuk. Part of the garrison is here besieged and several railway bridges have been burned. The Ephraim communications with the Ramadi and Feijia Garrisons are cut. Several civil officers in the Bakuba area have been molested or expelled and various acts of sabotage have occurred.

The tribes south of Bagdad are quiet. There are no fresh developments in the Hillah area, where pacification is proceeding. The Kufah Garrison is holding out.

The revolutionary movement, which was at first political, has at present become anarchic, and the former's ringleaders are alarmed at the turn of events and are throwing their influence on the side of peace. Reinforcements from India are proceeding.

#### THE FRANCO-GERMAN CLASH.

#### SITUATION VERY STRAINED.

Berlin, August 19. Latest despatches from Katowic report that all is quiet, but the situation is very strained. Martial law has been proclaimed. The fighting on the 17th was very fierce, particularly round the barracks, where the crowd used machine-guns and hand grenades against the French troops. The casualties amongst the latter were 42 killed and 18 wounded and amongst the Germans they are reported to be 20 killed and 70 wounded including the Commander of the Security Police.

#### PREMIER PASSES THROUGH PARIS.

#### BUT SEES NO FRENCH POLITICIANS.

Paris, August 19. Mr. Lloyd George arrived in Paris en route to Lucerne and resumed his journey without seeing the French politicians.

#### OLYMPIC GAMES.

#### ITALIAN WINS FENCING EVENT.

Antwerp, August 19. In the Olympic Games, the final of the fencing foil was won by Medo Nals (Italy), who is the world's champion.

#### OTHER RESULTS.

In the final of the Tug-of-War, the City Police representing Britain beat Holland by two pulls to one.

Patrick Ryan (America) won the final of the Hammer Throwing, with a throw of 52 metres, 8½ centimetres.

In the final of the 1,500 metres, the result was:—1, Hill (Britain); 2, Baker (Britain); 3, Shields (America). The time was 4 min. 1.45 sec.

#### AUSTRALIA AND THE EMPIRE.

#### A WARM TRIBUTE.

London, August 19. The Times publishes a telegram from the Australian Prime Minister, which says that the Prince of Wales has given Australia an opportunity of showing unmistakably that she stands solidly for the Empire and the Australians' welcome has completely silenced those who sneered at the Empire and Australians' attitude thereto. Australians feel for the Prince an affection which in these days of toppling thrones is the best assurance that the Empire is not like those resting on force and will endure throughout the ages.

#### LORD MAYOR OF LONDON.

#### A HEAVY SENTENCE.

London, August 19.

## EARLIER TELEGRAMS.

### RUSSIA'S GOLD RESERVE.

London, Aug. 18.

A romantic story of how the stock of gold held by Russia when the Tsar was deposed has been dispersed is related by M. Novitsky, ex-Assistant Minister of Finance of the All-Russian Government, in Messrs. Samuel Montagu and Co.'s review of foreign exchanges.

He states that the gold reserve at the outbreak of war exceeded one hundred and sixty million Starling, then the greatest accumulation in the world. In pursuance of measures to export it in order to pay for war supplies and external loan coupons the first shipment of eight millions was secretly loaded on a British cruiser and transported at sea at night time thirty miles from Archangel. Nevertheless Germany discovered the ship and sowed a mine-field along the route. The ships arrived at Liverpool but were damaged and the Government abandoned this route. Sixty millions worth of gold was subsequently transferred by rail to Vladivostock, part of which was conveyed in Japanese cruisers to Vancouver and the remainder sent to Japan. About half the balance was paid to the Germans who handed over a portion to the Allies under the armistice. This now lies in a bank in France. The balance of sixty-eight millions was captured from the Bolsheviks when they were forced to evacuate Kazan in July, 1918, and reached Omsk after several adventures last year. Part of this was shipped to Hongkong for military supplies. Kolchak loaded the remaining forty-four millions into a special train of forty cars accompanied by an armoured train when he was compelled to evacuate Omsk. A collision occurred en route, the train caught fire and some of its cargo was lost. The train continued but its subsequent fate is uncertain in consequence of Kolchak being killed.

### GERMAN WIRELESS EXTENSION.

Berlin, Aug. 18.

It is semi-officially announced that negotiations have taken place in Berlin regarding the restoration of direct wireless communication with America for private traffic. Hitherto the American Naval Station has controlled the entire service but transferred on 1st August private traffic to the American Radios Corporation. The result of the negotiations is that from the day the state of war is raised between America and Germany the company will be formally admitted to communication with Germany until peace is established. The Naval Station continues communication without special agreement. Simultaneously the New York Radio Corporation will erect a big station near New York. Thus for the first time since 1919 it will be possible to communicate with North and South America, Japan, China, etc., without passing "London's world censorship."

### U.S. IMMIGRATION BUREAU.

Washington, Aug. 18.

Following on the dispute between the Labour Department and Mr. Gaminette, the Immigration Commissioner, respecting the extent of the latter's authority, reorganisation of the Immigration Bureau has been ordered owing, as officially indicated, to its "utter disorganisation."

### EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

#### PUBLIC HEALTH PRECAUTION.

Singapore, August 20.

A united Government and Municipal campaign against the mosquito, and specially the carrier of yellow fever, is being planned.

#### THE GERMAN FLAG AT SINGAPORE.

Singapore, August 20.

The Merchant Service Guild has passed a resolution protesting in the strongest terms against the admission to the port of S.A. Aynih under the German flag.

### ASSAULT CASE.

### MACAO TO SHANGHAI.

#### BANK CLERK ROUGHLY TREATED.

#### THE FLIGHT ACCOMPLISHED.

F. E. Antonio, a clerk at the Banque de l'Inde Chine, to-day appeared at the Police Court as the complainant in a charge which he brought against a Chinese laicar for assault.

It was stated in evidence that the assault took place last night whilst the complainant, with a girlfriend was leaving the Eastern Cinema. The aggressor was the son of the Chinese proprietor of the Cinema, who, in consequence of an altercation in the Theatre with the complainant, is said to have hired the prisoner and others to attack him.

This took place at Queen's Road when the complainant, whilst being challenged, was assaulted from behind and received a blow in the temple. Turning to meet this onslaught he was attacked from another quarter, and received a blow on his eye and jaw which had the effect of laying him out on the ground. In this position he was the object of a fresh attack. The prisoner jumped on which he had a blow on his back, and, not content with this, gave him a severe kick in the ribs.

At Shanghai the French authorities had made arrangements for his reception and a naval pinnace with the tricolor prominently displayed had been held in readiness to conduct the aeroplane to its anchorage on arrival.

#### SIR ALMA TAKEMAE HOME.

Sir Alma Takemae, famous he was the object of a fresh house in the early morning he was attacked. The prisoner jumped on which he had a blow on his back, and, not content with this, gave him a severe kick in the ribs.

## OUR PEKING LETTER.

(From Our Own Correspondent.)

Peking, Aug. 7.

Although actual results cannot yet be quoted there seems to be reason to believe that the settlement of the present political situation is being satisfactorily worked out. At any rate, no sharp divergences of opinion have yet developed. Generals Chang Tso-lin and Tso Kun, having talked over matters at Tientsin in company with General Wu Pei-fu, came to Peking on Wednesday and were accorded a royal welcome. Since then they have been in conference with the President and the Premier. On Friday they were joined by General Wu Pei-fu who quietly entered the capital from Changchun on the Peking-Hankow Railway and to-day departed just as quietly. His visit probably has convinced those concerned that the conferences for the re-organisation of the Government ought to partake of a more national character, and it appears to be certain that Wu Pei-fu's plan for a national assembly will be accepted in principle after all, though it was understood that General Chang Tso-lin did not favour it at first. To this convention will be left the decision regarding the new Parliament. Tso Kun wished to dismiss it, but was overruled. He was summoned to escape from the Colony but was foiled by the prompt action of the Police.

A sum of \$4,500 was recovered from the prisoner and the Chinese Girl.

The prisoner will be produced before the Magistrate at the beginning of next week.

## "WANTED" SHROFF.

### ARRESTED AT YAUMATI.

The arrest of the shroff of the Hongkong and Shanghai Bank who absconded last week with \$22,000 paid into the Corporation by the Wing Lok Bank of Wing Lok Street was effected last night by officers of the Detective Force.

On the receipt of certain information, Detective Inspector Grant, Sergeant Dorling, another detective, and a district watchman proceeded to Mongkok (Yaumati), and at Portland Street in a house recently erected the shroff was apprehended without any difficulty. He was in hiding with a Chinese girl, whose person a part of the stolen money was recovered.

When arrested, the shroff was wearing a disguise in the shape of a seaman's suit, and it was surmised that he was contemplating an escape from the Colony but was foiled by the prompt action of the Police.

A sum of \$4,500 was recovered from the prisoner and the Chinese Girl.

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## HONGKONG TRADE.

### REPORT ON IMPORTS.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:

Cotton piece goods and Fancy cotton goods.—The Market is unchanged. A few sales of Fancies and Piece goods have been recorded, but only certain goods to cover immediate requirements.

Prices, in spite of the rise in exchange, do not reach replacing cost. The Manchester market remains dull, in fact somemakers are talking of closing down unless there is a revival of business.

Cotton Yarn.—Market continued extremely dull and only a very small business was transacted for immediate requirements.

Values have nominally declined \$5 to \$10 per hank, all round in sympathy with the further rise in exchange. Quotations are:—No. 10s \$190/230, No. 12s \$202/235, No. 16s \$240/275, No. 20s \$250/310. Arrivals 3,000 bales. Sales 1,000 bales. Shipments nil. Unsold Stock 7,000 bales. Bargains 15,000 bales.

Raw Cotton.—A few hundred bales of Bengal Cotton changed hands at \$34 per picul. Values are easier and Indian descriptions at \$34/38, while Chinese grades are nominal at \$38/45 per picul.

Woolens.—A small business is being done in Camlets. Nothing doing in other lines.

Metal.—Business remains quiet and neglected. Wire Nails 1/2/3 are about \$13.00. Tin plates \$11.75 fair quantities have recently arrived; but buyers show no keenness. Plate Cuttings are lower at \$1.50. Stocks large. There is no disposition to negotiate for new business.

Window Glass.—Market inclined to be weak on account of accumulated stocks, which are estimated at 10,000/12,000 cases and on account of rise in Silver value, making the landed cost of fresh parcels cheaper. The movement of visible stocks is considered slow.

Java Sugar.—No demand from foreign market, more enquiry from China.

Philippines Sugar.—Market showing signs of renewed activity.

Floors Market Report.—Stocks:—About 330,000 sacks. Quotations:—American Patent, \$4.50 per sack; American Cut off, \$4.20 per sack; American Straight, \$3.80 per sack; Shanghai Flore 2nd, \$3.15 per sack; Australian No. 1, \$4.20 per sack; Australian No. 2, \$3.70.

### TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 4½d.

### PARIS AS A PLAYGROUND.

Paris promises to become the Mecca of sportsmen if plans which are being discussed by a congress specially convened by the municipality are carried out. The idea is to convert ground which will become available by the demolition of the fortifications into a series of playgrounds running all round the capital. There will be accommodation for lovers of football, both Rugby and Association, tennis, swimming, running, jumping, riding, cycling—every sportive ground to be allotted to women, to the blind, and to the deaf and dumb.

### DON'T FORGET.

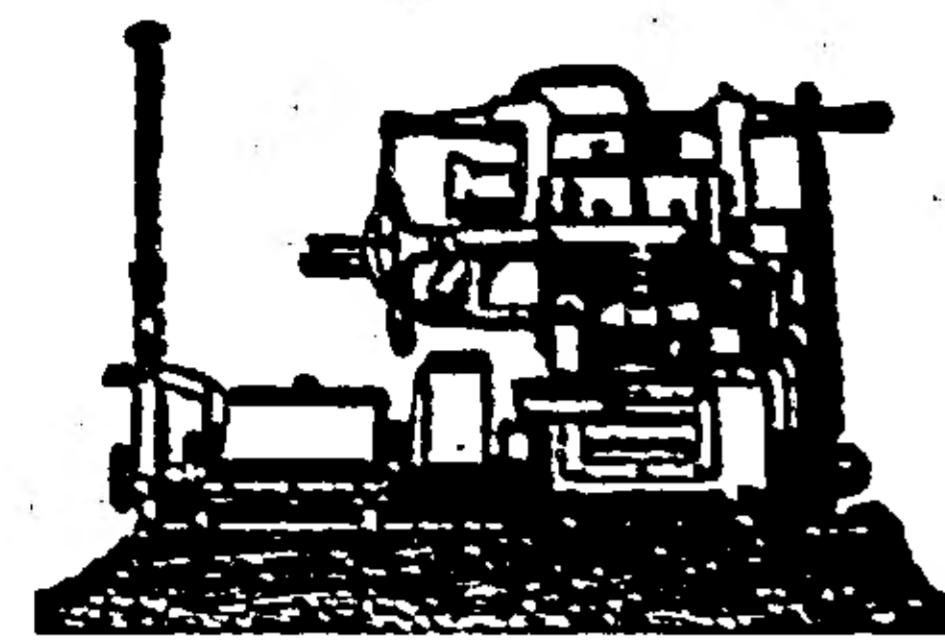
Perhaps no better indication of the improving situation in the capital could be given than that afforded by the resumption of the railway service, the half opening of the city gates, and the appropriating of the Peking road to the Chinese Government. Since Monday the trains have been running daily, and the roads are open to traffic.

TO-DAY

Coronet Theatre—11s and 11½ p.m.

Honolulu—Theatre Royal—11 p.m.

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**PROTESTANT GIRL WHO  
BECAME NUN.**
**PROPERTY LEFT  
TO ENGLISH CONVENT.**

The will of a young lady who left the whole of her property to the convent in which she had taken the veil was contested in the Probate Division recently.

Miss Violet Chevallier Cobbold, belonging to a well-known Ipswich family, was in 1911, when she was 18, sent to finish her education at St. Anthony's Convent School, at Ghent.

She returned home in 1913, but went back to Ghent, saying that she had quarrelled with her step-mother and could not live at home any more. At that time she was a Protestant, but in 1914 she became a Roman Catholic while at the convent.

When war broke out she with other refugees came to England, and she then entered the Sherborne branch of the St. Anthony's Convent. The Mother Superior took a great interest in the girl, and though she was anxious to become a nun the Mother Superior thought it wise that her intentions should be tested. Accordingly, in December 1914, she was sent away as a governess, and afterwards took up secretarial work at the War Office.

**THE RELIGIOUS HABIT.**

Fourteen months later she returned to the convent and became a novitiate, and in January 1917 she took the religious habit as a nun. Up to that time she had an annuity of £18 a year, and had entered the school without fees, and therefore felt indebted to the institution.

Late in 1917 her father died, and she became entitled to £3,100. She bought two houses which were not used by the convent. She had made a will on a printed form, leaving everything to the convent, and when she contracted tuberculosis in 1918 she was anxious for it to be put into proper form.

She was perfectly sane and rational at the time, said counsel, and executed a will in proper form leaving everything to the convent. Her sister, who went to see her, was told what she had done, and was not in the least surprised. There was no sort of pressure to get the testatrix to leave her money to the convent.

**DREW UP THE WILL.**

Mr. John A. Mayes, a solicitor, of Sherborne, said that he drew up the will from Miss Cobbold's instructions. She told him that she did not wish to leave anything to her relatives.

Mr. W. O. Willis informed the Court that the family, after the evidence that had been given, were satisfied that the will was properly executed and did not wish to press the case any further.

Mr. Justice Hill accordingly pronounced for the will.

**WAS ADAM A "BANTAM"?**
**STATUE OF OUR FIRST  
PARENTS.**

Was Adam a pygmy or a giant? The conjecture arises from a statement that the Stowlangtoft furniture collection now on sale in London auction room contains "a pair of life-size figures, in lead, of Adam and Eve."

A Daily News representative who consulted the authorities found that the Biblical lore was strangely silent regarding the stature of the first parents of the race. But an Arabic commentator proved more helpful.

According to him, Adam, standing up-right, reached from earth to the throne of Heaven. This height, however, gradually diminished, partly as a punishment for his sin, and partly through grieving at the death of Abel.

As for Eve, one may gain an impression of her dimensions from the fact that her tomb in the holy place of Jidda, said to represent the measurements of her body, is 200 paces long and 15 feet broad.

Fortified by such evidence, "The Daily News" representative hastened to the male rooms expecting to see something like a corner in lead. The statue had been sold when he arrived, but one of the staff informed him that it stood (literally) a bare 4 feet 6 inches.

If the auctioneers can produce adequate data to support their statement that the figures are life-size, then Dean Innes may have to revise his view that the human race has not progressed

**UNEQUAL PAY FOR EQUAL  
WORK.**
**WOMEN WANT AS MUCH  
AS MEN.**

The new salaries for teachers in the Burnham Committee's recommendations and the new London County Council scales based thereon have raised a storm of protest in two camps, says a lady writer. On the one hand, the women teachers are solid for equal pay which has not been granted in this scheme, and on the other the London Schoolmasters' Association is up in arms because the difference in salary of a man and a woman in the same kind of post has been reduced.

The opposition to equal pay for the same job is based on the assumption that all men have a family household to keep up, while all women workers are either homeless outcasts without responsibilities or are kept by their parents. This argument, always unfounded, is reduced to absurdity in the Burnham report by the very paucity of the difference. The difference between the salary of a man and a woman teacher is to be £12 10s. a year throughout the age of marriage and the rearing of a family. A handsome maintenance for a wife and children, indeed! The fact is, of course, that this slightly higher scale is merely offered as a sop to the vanity of the masculine section of the profession.

**... WOMEN'S NEEDS.**

How excessively sensitive that vanity is can be seen from the tone of a circular issued by the London Schoolmasters' Association, in which the complaint that the new scale does not meet the increased cost of living for a man supported by nothing but comparisons with the women teachers' scales.

Equal pay is characterised in this circular as a "disaster to the nation." As the State throws the burden of providing for mothers and children upon men," says, paragraph 10, "equal nominal pay means unequal real pay, and hence masters of inferior type as compared with mistresses." A young unmarried schoolmaster of my acquaintance is very fond of drawing up such circulars as this one, but, strange to say, he shows himself perfectly ready to take the same nominal pay as the married man, and does not advocate a lower salary for bachelors.

Even if a woman teacher is fortunate enough to get promotion to a headship in her seventeenth year of service, she will then receive £30 a year less than an assistant master below her in the same school and a year her junior in the profession.

**WOMEN CIVIL SERVANTS.**

In the Civil Service the women are making the same claim as the teachers. Their case is equally clear. They enter by a similar competitive examination and perform similar work for the same number of hours per week as their men colleagues, yet throughout their whole term of service they are paid at a lower rate. The maximum is lower and they are met with bars to their promotion to the higher grade posts of the Service.

In either of these professions, recruitment for which is by open examination, can it be averred that the women attain a lower standard of efficiency. But in industry as a whole this excuse is used. It is useless to argue as to the relative efficiency of men and women in industry. It obviously depends upon the individuals and the trade. It is wholly beside the point. The fact that the average wages of a woman in any industry is two-thirds that of a man on the same process results in her undercutting him and tending tooust him from his job. Any advantage in that it removes to some extent the incentive to his employer to put a woman in his place. If the men workers were white they would advocate equal protection.

**IMPORTS—FROM WHERE?**

Examining three pairs of scissors found on a man in the docks, and alleged to have been unlawfully obtained, Mr. Booth, the magistrate at Thames Police Court, observed that they bore no maker's name or mark of origin and asked the police officer if they were made in Germany. The officer replied that it was very likely. The magistrate I suppose that is true, they're going to flood our market with cutlery made in Germany.

**MR. LLOYD GEORGE AND  
AMERICA.**
**RESULT OF NON-INTER-  
VENTION.**

Paris, July 9.—Through the courtesy of the Paris correspondent of the *Star* and *New York Herald*, I am able (says the Times representative) to send the text of a brief but significant interview Mr. Lloyd George had with the special correspondent of the journal at Spa. The message will be read by thousands of American readers to-morrow, who will doubtless appreciate to the full the Prime Minister's courteous reference to our Ally and relative.

The correspondent says:—I met Mr. Lloyd George in the garden of the hotel this morning, and upon telling him that I thought the American people would think the Allies were giving way considerably before the Germans, the Prime Minister became very much alarmed. Turning quickly, he said:—

"Perhaps they will talk in that way in America, but I want you to tell your people this from me. If the Americans were with us, things might be entirely different. But they have left us. They are out of it. They are not giving us any help at all now to solve the problem. If they were they would have some right to talk."

With the criticism of America's non-participation the Prime Minister abruptly terminated the interview. Comment is surely superfluous.

**PREMER EXPLAINS.**

Spa, July 10.—Mr. Lloyd George is particularly anxious to have it known that in speaking to the correspondent of the *New York Herald* on Friday morning he was referring solely to the question of disarmament, and that no thought of reparations entered his mind, nor were reparations referred to during the conversation. The Prime Minister was apparently taken unaware by the enterprising American journalist, to whom he expressed frankly his surprise that any American should criticize the Allied arrangements for the disarmament of Germany, seeing that the United States was taking no part in the active execution of the Peace Treaty.

**HOW THE MONEY GOES.**
**DESTRUCTION OF 190,000  
ARMY UNIFORMS.**

The Dawsbury correspondent of the *Daily News* writes:

I have been learning to-day the interesting story of what happens when the War Minister decides to put the British Army into new clothes. A story that must disgust the taxpayer is told by one of the men appointed by the War Office to receive the old uniforms, sort them, and pass them on to rags to be torn up and remade into shoddy.

He states that not less than 100,000 of these old uniforms were sent to the Dawsbury depot from the Army Stores. It was a gay army once. There were green uniforms with smart facings; blue uniforms set off with white; red uniforms, relieved by yellow; blue uniforms, made gorgeous by splashes of yellow—and so on.

They presented a gaudy show when piled up in colour masses for inspection. A proportion of them had suffered from exposure to the sun, and had lost their brilliance. Others had been seized upon by moths and dropped to pieces, but for the most part they were in good condition, with the buttons done up in tissue paper exactly as delivered from the factory.

"Very good cloth, too," said my informant, "fine-faced with beaver finish and worth in those days 8s. 6d. per yard. There were linings of white serge that cannot now be bought for less than 15s. per yard, and decorative braids that only the wealthy can buy to-day."

All this material was sent here by truck loads to be torn to tatters in the Dawsbury rag factories, with the specific stipulation that it must not be sold, or bartered, but must be torn up. Some brass buttons, gilt ornaments, and thousands of yards of gold braid were saved, but the rest went into the tearing machines, except a small number of suits which were sent to the dyers to be turned brown for wear by German prisoners. These came back from the dyehouse so shrunk that they were of no use whatever, and only a trifling amount of the original material was recovered.

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## NOTICES.

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IMPROVE THEIR PERSONAL APPEARANCE  
BY WEARING  
LAZARUS' RIMLESS GLASSES.  
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Prescriptions accurately filled.

### ANGLO-AMERICA RELATIONS. NEED OF AN ALLIANCE OF SENTIMENT.

Writing in the *Times* American number, Mr. Job E. Hedger says—"Hands across the sea" is no longer a hope and oratorical stimulant. The sea has been crossed. Hands have gripped. The Britisher and American have been sentimentally welded or they have not. If they have not, in fact been welded, consciously or subconsciously, they never will be more so than at present. A formal contract between the Governments of Great Britain and the United States can never be permanently effected unless the people of the two countries have an admitted, common, sentimental alliance. To rely on such contract without the other condition might destroy the other condition and make the contract itself a subject of disintegrating contention. The actual, vital question is—Can Great Britain and the United States be driven apart? I do not believe they can be permanently divided. The welfare of the world requires that they should not be. Thoughtful men and women, English-speaking so-called, have thus a common purpose and commandment. Official differences may arise and our peoples have misunderstandings from misconceptions of fact or failure of proper psychological analysis of each other's characters. Rifts are not rents. Admitted fundamentals, fixed as well as vitalized, will be the determining factor.

The British and American statesman or orator, frequently speaking internationally for home consumption, need cause neither indignation, estrangement, nor continuing anger. Neither Briton nor American can be driven. They can be persuaded. As threat is a shorter word than persuasion, its result, too, is shorter lived and less efficient. View for a moment our common history, keeping in mind a similar ancestry.

### THE REAL AMERICAN REVOLUTION.

The British and American peoples have never been at war. In our Revolution the American people fought British officialdom represented by a hired army. The real revolution was by the British people from their Government compelling it to acknowledge its inefficiency by recalling the hired army. The colonists did not defeat the English. They did compel the English to admit officially that the colonists were unconquerable. This they were because they had inherited and lived common principles of justice, fairness, and due self-respect.

When England in substance deserted and cast adrift her American colonies, they began a national life with similar fundamental characteristics, increasingly modified by geographical conditions, physical surroundings, and climatic influence. As England is actually divided from the European continent by the Channel, so is the United States more completely divided physically from England and Europe. Yet all have proper and natural points of contact whether in intellectual or commercial competition. The enemy attack bridged the Channel and spanned the Atlantic.

The United States, broadly speaking, has no international history or context, as contrasted with the older nations. In the place of international experience, with settled diplomatic policy, we Americans have lived our world life at home, without impelling fear of enemy attack or planning territorial acquisition. Apart from the recent war, our real conflict was at home in the rebellion. Our other conflicts were imbroglios which disclosed unconscious strength but did not

tempt us to preparation for similar continued exercise. The people of the United States, on the other hand, have always and continually been in world contact. Their Government they have not

permitted to enter the arena of

world conflict heretofore, nor have

they adequately manned it in

system or men to serve best their

own interests abroad. How then

could we be expected to know

and appreciate, on the instant,

world conditions to their solution

and reverse a psychology which

had crystallized into fixed habit?

WE WILL BEAR OUR SHARE.

And yet the United States will bear her part in the future as a world Power as she has borne her human part in the past. Not since the colonies became States and those States merged into a nation have the Americans withheld sympathy or succour from suffering and distress. No part of the globe marked by famine, fatality, or devastation exists to which she has not sent succour, a helping hand, sympathy, and uplifting contribution. This has been broadly speaking, personal and not officially national. In due course according to her institutions, in her own way, gradually learned, increasingly appreciated, she will play her part without dependence on promoters or reliance on stage managers as foreign to her own as she is to them. The war has not created as many new tendencies as it has disclosed older ones heretofore unappreciated except by the closely observing student. Neither before the war nor since can virtues be monopolized nor dishonesty pass as coin of the realm.

Common sense and common honesty speak the same language and worship at the same altar. And yet there will always be someone starting a new sect or setting up a strange altar. The temporal passion for spiritual leadership is as old as human life and will only terminate with death.

The man or nation without committed error does not exist. The problem is to avoid the repetition of error and practice virtue without loss of time in bragging about it. Nothing is to be accomplished by continually striving to develop new conditions until what has been of value in the past has been secured and made the foundation on which the later structure shall be erected.

OUR JOINT RESPONSIBILITY.

It is unimportant which nation did the most to win the war. Great Britain, France, the United States, Italy, Belgium, or some other. It is worth while to discuss whether each did all it could, and by lessons learned prepare for the future.

The intentional promoter of discord between Great Britain and the United States is a common enemy to the peace of the world. Through one of my forbears I trace an English ancestry, while I can trace also to a signer of the Declaration of Independence. I would be less an American than I dream myself to be were I unable to recognize the sturdy strength of Great Britain while conscious of the strength of my own country. We can well overlook the idiosyncrasies of each other in the endeavour to live up to our own common ideal. The Briton and American should be, always necessarily will be, in active competition in multitudinous ways. That this struggle for betterment may be carried on with a keen sense of joint responsibility for world welfare is as necessary as it is to square proclaimed virtue with concrete conduct.

Whenever the United States cannot properly appreciate the part Great Britain has played in the progress of the world, and Great Britain cannot admit the progress of the Great Republic as a world force, it will be time for thoughtful men to take counsel.

ACTION BY CANADIAN  
EX-SERVICE MEN.

The Press Association is informed by the Canadian Expeditionary Force Exchange Fund Committee that some 20,000 ex-Canadian soldiers now resident in the British Isles are about to bring an action against the Canadian Government in order to obtain arrears of army pay which they claim are due on account of the decreased rate of exchange.

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Mr. and Mrs. R. Hawley		H. G. Hartman
J. Baro		M. Kruey
F. P. Brady		Mrs. E. R. Eccles
F. Burman		Dr. M. C. Lashe
P. H. Byers		Mr. and Mrs. C. H. Benson
A. C. Carrasco		C. Lauritsen
Capt. R. S. Caw		Mr. and Mrs. Dr. A. Legende
P. D. Chandler		S. Blaney
N. Croucher		Mrs. H. Lukie
J. D. Dewar		Mrs. G. Bon
A. W. Estates		Mr. and Mrs. G. Bona
Mr. and Mrs. Francoia		K. Lindeman
Engt. Capt. S. P. Ferguson		Mr. A. H. Lustig
A. Fischbacher		D. H. Macdonald
J. S. Gardner		Maj. N. Macleod
Capt. Grierson		C. P. Marcel
H. J. Greenfield		Dr. O. Marrett
J. R. Hall		C. W. Martyn
Mr. and Mrs. T. G. Hall		N. E. Muller
Mr. and Mrs. W. A. Han		Mr. and Mrs. W. P. Nelson
Mr. and Mrs. R. H. Hobson		Capt. I. F. Peacock
E. S. Jacob		Mrs. N. E. Perrell
Capt. Mrs. E. L. Jones		S. S. Perry
P. M. Joseph		Mr. and Mrs. H. R. Pond
Mr. and Mrs. E. E. Judd		Capt. A. H. Porter
R. Julian		Mr. and Mrs. F. Rantoul
N. R. Karanja		E. H. Ray
D. Kerop		W. G. Robbins
PEAK HOTEL.		J. T. King-Salier
		D. R. Sparks
		S. Stott
		Mrs. H. E. Van Treese
		E. V. Hickey
		F. P. Hill
		H. K. Hockchild
		Governor W. P. Hunt
		R. H. Hyman
		E. S. Jacob
		Mrs. E. R. Jones
		Capt. Mrs. E. L. Jones
		P. M. Joseph
		Mr. and Mrs. R. J. Weir
		E. E. Judd
		Col. and Mrs. E. Wheeler
		G. J. Wood

## PEAK HOTEL.

Corrected to 16th August, 1920.

Capt. Archer	Mr. and Mrs. R. E. Ashton	Mr. and Mrs. R. Hunter
R. E. O. Bird	Kr. and Mrs. J. K. July	J. W. Lee Jones
R. Blacking	J. W. Lee Jones	Sir E. H. Radford
Mr. and Mrs. D. K. Blair	J. W. Lee Jones	Mr. and Mrs. A. Kasperov
Mr. and Mrs. Mr. Konkovsky	J. W. Lee Jones	Booth
G. G. Bridger	J. B. Lamburn	J. A. Lang
J. G. Bridger	J. D. Lloyd	J. B. Lamburn
Capt. and Mrs. Carson	R. S. Logan	J. D. Lloyd
Maj. and Mrs. J. Carter	H. C. Macnamara	P. J. Macnamara
G. F. Carville	J. P. J. Macnamara	H. C. Macnamara
Mr. and Mrs. J. W. Church	J. P. J. Macnamara	H. C. Macnamara
S. N. Clark	J. P. J. Macnamara	H. C. Macnamara
Mr. and Mrs. E. Cockburn	J. P. J. Macnamara	H. C. Macnamara
C. H. Cole	H. H. Nott	H. E. Paul
C. F. Cooper	H. H. Nott	Mrs. Protte
Mr. Cormack	H. H. Nott	E. B. Potter
Mr. Coxon	H. H. Nott	J. S. Robinson
B. Crowley	H. H. Nott	H. W. Roger
D. C. H. Cully	H. H. Nott	Maj. and Mrs. Sanders
D. F. Cuthill	H. H. Nott	O. F. Savage
L. J. Davies	H. H. Nott	Mrs. and Mrs. W. Schofield
En. Com. Dawson	H. H. Nott	Mrs. T. P. Shaw
N. R. Dick	H. H. Nott	R. P. Shaw
Mr. and Mrs. F. J. Dick	H. H. Nott	A. Findley Smith
A. W. Eastman	H. H. Nott	H. Spicer
G. E. Ellams	H. H. Nott	Mrs. and Miss Stubbings
G. Eveleigh	H. H. Nott	J. J. Wierink-de Hoof
A. V. Farmer	H. H. Nott	P. J. de Katt
J. Farmer	H. H. Nott	H. T. Krull
Lt.-Col. M. Green	H. H. Nott	J. Macdonald
Mr. and Mrs. B. A. Hale	H. H. Nott	Capt. Zylemeyer
C. H. Hale	H. H. Nott	
D. Hall	H. H. Nott	
S. Hanisch	H. H. Nott	
Mrs. L. Hansen	H. H. Nott	
Maj. Harding	H. H. Nott	
C. J. B. Hollstrom	H. H. Nott	
A. H. Hollingsworth	H. H. Nott	
Mr. and Mrs. C. E. Holmes	H. H. Nott	
H. O. Hope	H. H. Nott	
Mr. E. Howard	H. H. Nott	

## St. George's House.

Corrected to 16th August, 1920.

W. Blackett	Miss B. Lee
Mr. & Mrs. E. P. Boyce	Mr. J. Leverett
Dr. & Mrs. Brownson	J. R. Lloyd
Mr. & Mrs. Bryant	J. J. Lossius
Mr. & Mrs. Bryant	H. M. Madden
Lieut. J. J. Bryant	H. McHugh & 2 daughters
Mr. & Mrs. Bryant	W. McKeenzie
Capt. C. Byrd	G. Mellis
H. Day	C. L. Packe
H. F. Farthing	Thos. Bennett
Miss Foster	Arthur W. B. Bertrand
Miss Garrison	Mr. and Mrs. H. S. Harley
Mr. Graves	Mr. and Mrs. H. Scott
Mr. and Mrs. I. L. Hens	Miss E. M. Budy
Miss A. Holsted	Mr. and Mrs. H. Tarby
Miss Holsted	Miss Tonkin
R. O. Jeffrey	Miss Tonkin
Miss N. E. Jones	Miss Tonkin & child
A. Kirk	T. Matthew

## LADY ASTOR.

## REPLY TO PERSONAL ATTACKS.

Lady Astor, M.P., speaking at the annual meeting of the Unionist Association at Plymouth said— I have waited for this annual meeting of your Association to deal with charges made in a paper called John Bull, which, if true, would affect my position as your representative. You asked me to come forward at the by-election, and would have been entitled to ask whether the charges made against me were true. I assume that you have not done so because you trusted me, and may have guessed the motives behind them. If you assumed there was no justification for the attack, you were right. But I do not want to depend only upon your trust. No one likes discussing their private life in public, but I have nothing to hide from you in mine, and I have nothing to be ashamed of in my conduct in Parliament. However unpleasant it is to deal with the period of great unhappiness.

## KING EDWARD HOTEL.

Corrected to 16th August, 1920.

Mr. R. Almond	Mrs. Kelman
Mr. and Mrs. A. Aratnon	Mrs. Lovgrove
Dr. M. E. Astor	Mr. Malino
Mr. and Mrs. A. Bassett	Mr. Manak
J. R. Bawher	Capt. T. Medina
R. H. Bevan	V. Morris
Mr. and Mrs. W. Bridge	D. J. Murphy
Master Choi Shing	Mrs. J. F. Nicklin
W. E. Buttig	V. Pals
Mr. and Mrs. A. R. Bart	A. R. Porter
Mr. and Mrs. W. E. Palmer	Mrs. Passmore
W. E. Buttig	J. W. Pritchard
H. Clarke	Mrs. A. Robertson
S. G. Coomes	Mrs. Robachet
P. T. Farrell	Mrs. R. E. Saal
Mrs. Farrell	Mrs. S. Yokoyama
R. H. Felgate	Mrs. J. Kilbee
I. D. Forrest	Mrs. A. B. Stosa
Mr. and Mrs. A. P. Footherill	Mrs. de Souza
Mr. and Mrs. H. L. French	Mr. and Mrs. H. L. French
A. L. Fry	Mr. and Mrs. Mr. and Mrs. A. Family
Mr. and Mrs. C. S. Hyatt	Mr. and Mrs. Underwood
C. S. Hyatt	Mr. and Mrs. A. L. Waters
Mr. and Mrs. W. H. Kerr	Mrs. F. Weston
Mr. and Mrs. J. Kilbee	Mrs. J. Young

## STATION HOTEL.

Corrected to 16th August, 1920.

T. Egan	H. Ph. Meijer
J. Berntson	S. Middleton
Miss E. Best	V. P. de Mik
Mrs. J. Stewart	J. Morley
Brown	H. H. Olsen
J. D. Carriere	E. Ruis
A. Coghill	G. Ringmaida
R. Dijkstra	H. J. Roorda
J. H. Ellis	H. Siebing
C. J. Endert	C. Sinclair
W. B. Hasselt	J. S. Smith
P. J. Havercamp	J. H. Spiering
J. J. Higgins	G. Swan
Wm. Thom	Wm. Thom
Mrs. J. M. Tiemersma	Mrs. J. M. Tiemersma
H. T. Krull	Mrs. J. Macdonald
Capt. Zylemeyer	Capt. Zylemeyer

## CARLTON HOTEL.

Corrected to 16th August, 1920.

S. Arana	Mr. and Mrs. Liversidge
Mr. de Acuna	J. Mee
Capt. W. Bahr	H. W. Mc
Dr. E. Boorg	Dr. and Mrs. Mil
Miss L. Bowman	Dr. and Mrs. Mil
Mr. F. Camerer	E. Noons
John L. Digby	E. Ruadas
Mrs. Fletcher and children	E. Salinity
J. Fredique	Mrs. and Mrs. Sullivan
H. Garcia	Mrs. and Mrs. Thorne & Son
P. C. Graves	S. Tigha
G. W. Krudt	W. H. Wilson Jr.
L. Luzzringa	

## PALACE HOTEL.

Corrected to 16th August, 1920.

Mrs. C. K. Bent	T. Morris
dead	R. Nicholls
H. H. Hareton	Mr. and Mrs. J. H. Osborne
C. L. Packe	Mr. and Mrs. S. Harley
Thos. Bennett	Mr. and Mrs. L. School
Arthur W. B. Bertrand	O. A. Scarfe
Mr. and Mrs. H. Scott	H. Stainfield
Miss E. M. Budy	J. Jack
Mr. and Mrs. H. Tarby	Miss V. P. Kosloff
Miss Tonkin	Mr. and Mrs. G. F. Starkey
Miss Tonkin	children
Miss Tonkin	Mr. and Mrs. Capt. O. W. Wilkes
Miss Tonkin	T. Matthew

I went through 17 years ago, I prefer to tell you all about it.

At the beginning of May the streets of London and of the provinces were flooded with placards in large type on which appeared the words, "Lady Astor's Divorce," and nothing else. I know that the view taken by many people at the time was that these words referred to impending divorce proceedings between myself and my husband. But now the public knows that this was not the case. I was charged in the article with collusive conduct in regard to a divorce case in which in the year 1903 I was the petitioner, and with insincerity and hypocrisy. In particular it was said of me that 'while in the House of Commons I urged that desertion should not be made a ground for divorce, I tried to obtain my own divorce on that very ground. This statement is absolutely false. The ground of my divorce was adultery on the part of my husband, and adultery alone. There was only one petition—there was no claiming divorce on the grounds of desertion. For my part I preferred a separation, and for a time my husband and I lived apart, I having the custody of the child. This separation without divorce might have provided a permanent method of dealing with my unhappy marriage, and this is what I desired. Subsequently to public opinion, large numbers of miners gave their lives in the war, many have returned disabled, many have entered the mines who normally would not have been regarded as physically fit for the work, transport has been notoriously bad, houses are not to be had, many necessary mine safeguards have not been provided, and there have been other causes which have made the highest output a practical impossibility. Current discussion runs too much on the wages of the miners and the five days week. These things can never be divorced from the industrial life of the miner, exposed every hour to the danger of death or dismemberment. Between 1907 and 1916 the average number of miners killed per year was 1240.

**SOME SCOTTISH FACTS.**  
The return for the quarter ending March last shows that during that period there were 1,155,000 people employed in mining. During the same time rather more than 53 tons were raised per person employed, and the earnings per person employed were for the quarter, slightly in excess of £54, or in round figures rather more than £200 a year. Of course, as Mr. Stephen Walsh showed, there are variations in the rate of payment in the different areas. Miners in South Wales, for example, receive a higher rate per ton than miners in Lancashire, who, according to general admission, have not been too well treated, and whose sacrifice has never been fully appreciated by the public. During the same quarter Scottish miners raised 8,500,000 tons of coal, and they received in wages £333,000 for the three months. In Scotland nearly 143,000 people were employed in mining during this period, nearly 59 tons were raised per person employed, and the earnings per Scottish person employed for the quarter were £58, which was £4 better than the earnings per person employed in British coalfields at large.

I knew when I set out from Plymouth to Westminster I would encounter gales, and when hidden currents try to drive me on the quicksands and rocks, I think of the dangers overcome in the past by the men who sailed out from Plymouth, and I hardened my heart to do the same.

The PROPOSAL OF THE BILL.  
Now all these details are important, because in the general discussion of principle in the management of the mines there is a disposition to think that miners do little or nothing, and that they receive enormous wages for a leisurely life. To all such loose and inaccurate assertions it is always well to apply the test of undeniable facts. In this case the facts are supplied by the Government itself. After consideration it has decided to refuse nationalisation, and to establish a Ministry of Mines for the general supervision of the industry. In this Ministry will be concentrated all the numerous departments of State that now, directly or indirectly, deal with mines and their regulation. In the general structure Whitleyism finds an important place, and by means of a series of committees miners are invited to association in the management of their calling. Ameliorative schemes for housing in the colliery districts are included, and the general plan appears to me to pave the way for the end just described, and that was why some of us felt that the Coalitionists had, more penetration and real appreciation of the tenancy than some who, with characteristic vehemence, dogged the rough side, which is undeniably one of the finest assets of the present government.

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REGULAR AND FAST FREIGHT AND  
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(Direct)

"PROMETHEUS" 23rd August London and Hamburg  
"PROTEUS" 3rd Sept. London, Amsterdam & Hamburg  
"ACHILLES" 9th Sept. London, Amsterdam & Antwerp  
"MENTOR" 21st Sept. London, Amsterdam & Antwerp  
"KEEMUN" 12th October London, Amsterdam & Hamburg

## LIVERPOOL SERVICE

(Direct or via Continental Ports)

"BELLEROPHON" 25th August Genoa, M'sas L'pool & Glasgow  
"RHESUS" 4th Sept. Havre and Liverpool  
"CYCLOPS" 11th Sept. Genoa, M'sas, L'pool & Glasgow  
"TITAN" 5th October Genoa, M'sas, L'pool & Glasgow

## PACIFIC SERVICE

(via Kobe and Yokohama)

"IXION" 21st August Victoria, Seattle and Vancouver  
"TALTHYBIUS" 5th Sept.  
"TYNDAREUS" 6th October

## NEW YORK SERVICE

(via Suez or Panama)

As per Joint Service Advertisements on Page 9.

## HOMeward PASSENGER SERVICE

"MENTOR" 21st September for London direct  
"STENTOR" 8th October for London direct  
"TEIRESIAS" 26th October for London direct  
"IDOMENUS" 9th November for Liverpool via Marseilles

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with a view to arranging  
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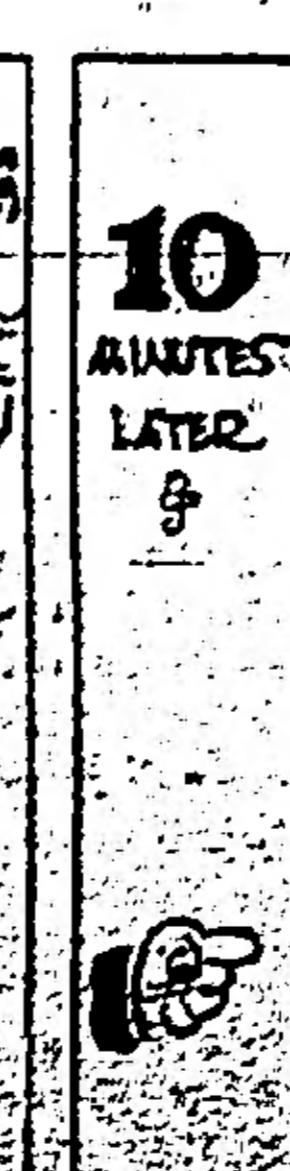
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## CONSIGNEES

### NOTICE TO CONSIGNEES

STRUTHERS & DIXON, INC.

From SAN FRANCISCO.  
The Steamship  
"ELKHORN"

Having arrived from San Francisco via ports on 18th August, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at consignees risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 24th August, 1920 by the Company's Surveyors Messrs. Carmichael & Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the Godowns and cargo undelivered on and after 25th August, 1920 will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.  
Agents.

1st floor, Powell's Building,  
12, Des Voeux Road Central,  
Hongkong, 17th August, 1920.

STRUTHERS & DIXON INC.

NOTICE TO CONSIGNEES  
From BALTIMORE

THE Steamship  
"GREENLAND"

having arrived from Baltimore via ports, on 17th August, 1920 consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 23rd August, 1920 by the Company's Surveyors, Messrs. Carmichael and Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the Godowns and cargo undelivered on and after the 24th inst. will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.  
Agents.

1st floor, Powell's Building,  
12, Des Voeux Road Central,  
Hongkong, 17th August, 1920.

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50 B.H.P. now in stock  
also spare parts.

Works ... Tel. K.31.  
Manager ... K.329.  
Secretary ... K.369.  
Harbour Engineer ... K.28.  
Telegrams "SEYBOURNE."

### NOTICE TO CONSIGNEES

THE ROBERT DOLLAR CO.

The U. S. S. R.  
S. S. "WEST CADRON"  
having arrived from San Francisco and ports on August 18th, 1920, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd and stored at consignees risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Monday August 23rd, 1920, when they will be examined by Messrs. Carmichael & Clarke at 2.30 p.m. Monday August 23rd, 1920.

Claims will not be accepted unless cargo is so examined by said Surveyors, prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they will not be recognized.

No claims will be admitted after the goods have left the Godowns.

All goods remaining after August 25th, 1920, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature.

THE ROBERT DOLLAR CO.  
Agents.

Hongkong, 18th August, 1920.

### NOTICE TO CONSIGNEES

THE ROBERT DOLLAR CO.

THE Steamship  
"M. S. DOLLAR"

having arrived from Vancouver, B.C., via ports on August 18th, 1920, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns until Monday August 23rd, 1920, when they will be examined by Messrs. Carmichael & Clarke at 2.30 p.m. on Monday, August 23rd, 1920.

Claims will not be accepted unless cargo is so examined by said Surveyors, prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they will not be recognised.

No Claims will be admitted after the goods have left the Godowns.

All goods remaining after Aug. 25th, 1920, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature.

THE ROBERT DOLLAR CO.  
Agents.

Hongkong, 18th August, 1920.

### NOTICE TO CONSIGNEES

THE ROBERT DOLLAR CO.

THE Steamship  
"M. S. DOLLAR"

having arrived from Vancouver, B.C., via ports on August 18th, 1920, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

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LENGTH 787 FEET

DEPTH ON BLOCKS 780 FEET

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SILL (H.W.O.S.T.) 34 FT. 6 INS.

THREE SLIPWAYS

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS

**BUTTERFIELD & SWIRE AGENTS,**

HONGKONG, CHINA & JAPAN

## CONSIGNEES

### NOTICE TO CONSIGNEES

PACIFIC MAIL S. S. CO.

S. S. "WEST NERIS."

From SAN FRANCISCO via  
HONOLULU, YOKOHAMA,  
KOBE, and SHANGHAI.

The above mentioned vessel having arrived from the above mentioned ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the Hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees risk.

No claims will be admitted after the goods have left the Godowns.

All goods remaining after August 25th, 1920, will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature.

PACIFIC MAIL S. S. CO.

As Operators, U. S. Shipping

Board.

Hongkong, 17th August, 1920.

### CHINESE ART IN DEMAND.

Says a London paper.—There seems to be a certain demand for Chinese art furniture at the present time. Recently a magnificent set of about a dozen large panels of Chinese hand-painted birds, flowers, and trees, on a silver background, has been imported from China and fixed in a London mansion, making its Chinese bedroom an apartment of charm and distinction. Deservedly prized also are the few remaining examples of the first Chinese wallpaper introduced into this country.

HOW A SCOT SAVES 1½d.

Sir Thomas Mackenzie, who is retiring from the office of High Commissioner for New Zealand, said at a meeting recently that he could not understand why the

postal rates should remain high to the Overseas Dominions.

A newspaper cost 2½d. to New Zealand, though he is

a Scot, tore out the advertisements, and had it sent for (Laughter).

BY BLOSSER.



Watson's

very Old liqueur

## SCOTCH WHISKY

a blend of the finest Whiskies  
distilled in SCOTLAND.

The same high standard of quality  
still maintained.

Per case of 1 dozen \$28  
including duty.

A. S. WATSON & CO., LTD.  
WINE AND SPIRIT MERCHANTS.

TELEPHONE 616.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but a and violence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$36 per annum. (Payable in Advance.)

The rate per quarter and per mensem, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shunmen, Canton, who are our agents there.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 5th edition. Western Union.  
Office address: 11, Ice House Street.

## The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 20, 1920.

### SEEKING PEACE.

Our Peking correspondent advises us that much is being heard in the capital just now about the proposed calling of a People's Conference for the settlement of all fundamental national questions. A certain proportion of the merchant and student classes has been unusually vocal on the subject, and it is just possible that this may be made a test question. Now, the idea at the back of this movement is a very admirable one, but we much doubt whether anything of practical value is likely to accrue from its adoption. Even in more enlightened countries than China, such a step would be difficult, and it is going to be adopted in this land of political intrigue and wire-pulling we cannot see. More than that, primary requisite would be a willingness on the part of the conflicting parties in China to submit their differences to such a tribunal, and we cannot see any signs that such a prospect is in sight. Despite the improvement in the situation in the Norib, there are yet wheels within wheels, whilst as for the attitude of the South on the general question of a settlement it is extremely difficult to get to know anything at all, so much at variance are the Southerners amongst themselves.

The chief advocate of this plan of a People's Conference is General Wu Pei-fu. Generals Chang Tsao-lin and Tsoo Kun were believed to be sympathetic towards the proposal, but the President is reported to be against it on the ground of its impracticability, while curiously enough the *Peking Leader*, which is supposed to be the organ of the students, came out recently with an initialised editorial decrying the suggestion that Chinese business men be appointed to Cabinet positions in order to bring about the national reconstruction, pointing out that Chinese merchants, while renowned for their integrity, have not been distinguished for their economic or their system. The writer advises them to leave politics alone, stick to business, and develop the trade and industry of the country, leaving the student classes to supply the future politician. The article is significant as expressive of student hopes and ambitions. The point is that it is they who have fostered a spirit of disinterestedness in national affairs, and it may be that China, more than any other country, may become the country first to give the young men their proper places, but it is doubtful, for in this country it is held in special veneration and it is unthinkable that the Cossackian or septuagenarian statesman or politician should sit by side with a student of seventeen or even a young man of twenty. Still, the students may mould public opinion even if they are not given an opportunity for yet a while to act upon it and translate it into legislation.

A point of considerable importance in this attempt to secure a settlement of China's problems is the attitude which the Canton Government takes on this People's Conference idea. That attitude is one of opposition, on the grounds that there is no law or precedent for taking such a step and that enormous difficulty would be encountered in the way of convening the gathering, in view of the unstable political situation in the country. Thus the Canton government declares that all outstanding questions must be solved in accordance with the stipulations of the Provisional Constitution, which it poses as the champion. We can, of course, ignore the Canton Government's talk of "protecting" this Constitution as so much "hot air," especially seeing that it has failed to revise that Constitution after years of trying, even though this was the first thing it took up when the Government was first formed. The fact is that these Canton politicians are dead up against the idea of holding a conference—and that means that we are still far off that settlement which is so urgently needed in the own interest.

### NOTES & COMMENTS.

#### A CENSURE.

Sir James Cantlie, so well-known by older Hongkong residents, has hardly given this Colony an advertisement in his latest contribution to the *Journal of Tropical Medicine and Hygiene*, of which publication he is the Editor. In the course of an article entitled "Housing at Home and Abroad" he discusses on what he thinks is a lack of precaution against disease by foreign residents in tropical countries, in so far as this relates to the manner of building houses and goes on to state that "in no part of the tropics are better houses to be seen than in the Colony of Hongkong. Many of the houses are raised from off the ground 4 ft. or 5 ft., and the earth beneath is covered by concrete. Were these houses rendered mosquito-proof, which few are, by netting of windows, verandahs, and doors, malaria could be defied, and quinine taking, which serves to diminish the quality of blood, would be rendered unnecessary. A well-nigh perfectly hygienic house would result were these precautions taken. All agree that this doctrine is sound, and yet it is not practised. The young man going out to the tropics is ushered into a dwelling where these precautions are not taken, and he early succumbs to disease from which there is no reason for his ever acquiring. We certainly have good houses, but we do not think it is necessary to render them mosquito proof in view of the fact that the Government here, by reason of its extensive malaria training and other anti-malarial measures, has practically succeeded in ridding the Colony of this disease. A mosquito-proof house would, of necessity, have to be ill-ventilated and to suffer residence in such during the summer months would be well-nigh unbearable. We have seen mosquito-proof houses in the New Territories—more particularly the outlying Police Stations—and we much prefer the open class of house, provided the breeding of mosquitoes is guarded against. The way to get rid of mosquitoes, and for its work in that direction the Hongkong Government is not always given the credit it deserves. There is still room for improvement, true; but there is hardly justification for the taunt of Dr. Cantlie that we are careless. And young men don't come out to Hongkong to succumb early on to malaria. Dr. Cantlie doesn't say "Hongkong" but the reference is unfortunately included in the same paragraph in which this Colony is mentioned.

#### HONGKONG AND OPIUM.

Recent big hauls of opium by our local Revenue Officers reveal the fact that the smuggling of the drug into Hongkong is still an extremely lucrative business. The Excise Department is certainly having a busy time in watching smugglers from Amoy and neighbouring ports, for it is from this district that most of the secret native traffic passes. There is a very big incentive for contraband work can be judged by the fact that the native price of opium is somewhere around \$2.50 per tael, but to purchase opium in Hongkong, where the Government exercises a strict monopoly, means paying nearly \$15 per tael—a difference well worth the securing. Last year's budget showed that the Colony had received a considerably decreased revenue from opium and it is more than probable that this year will show an even greater falling off, seeing that the Government has pursued its policy of increasing the price to an almost prohibitive level. In the words of the Governor, we must expect a decreasing revenue, for under the League of Nations Covenant it may just be that we shall soon cease to handle opium at all. But whilst Hongkong is contributing its share to the eradication of the opium habit—a very costly share, too—there is a regrettable laxity of control when one comes to consider China herself. The poppy is still being freely cultivated in certain districts and trading in the drug goes on almost unchecked, so it is official corruption in the interior. If China is ever going to handle the question of opium satisfactorily it will not be until she has secured an effective central authority capable of governing the country with more honesty than is now apparent. But that day seems a long way off, and would also seem to herald very many other improvements in

### DAY BY DAY.

ENQUIRE OFTEN, BUT JUDGE RARELY, AND THOU WILT NOT OFTEN BE MISTAKEN.—William Penn.

One non-fatal case of diphtheria was notified yesterday, the sufferer being a Britisher.

The *Gazette* notifies that travellers are forbidden to carry away from France more than 1,000 francs.

It is notified that the name of the Asiatic Steamship Company of Canton, Limited has been struck off the Register.

His Excellency the Governor has appointed Mr. Edward Lewis Agassiz to act as Assistant Crown Solicitor until further notice.

Messrs. Silva-Netto and Co. have been granted a licence to trade under the Non-Ferrous Metal Industry Ordinance, 1919.

A Chinese was yesterday admitted into the Government Civil Hospital suffering from stab wounds inflicted in his left arm by an assailant who has since absconded.

Miss Ida May Vare, aged 23 years, daughter of Mr. Vare, a member of the U.S. House of Representatives for Pennsylvania, one of the visiting Congressional party, has died in Peking from tonsillitis.

His Excellency the Governor has appointed Lam Kwan Yau to be a "Forest Officer" for the control and superintendence of the forests of the Colony, in succession to Ng Kam Shing.

Amongst the passengers who left for Home by the s.s. *Kalyan* yesterday were Mr. and Mrs. P. S. Cassidy, Mr. and Mrs. R. P. Thursfield, Mrs. Le Haquet, Lieut. Com. Brown, Lieut. Scott Moncrieff, Lieut. T. B. Wood-roffe and Mr. Owen Hughes.

His Majesty the King has been graciously pleased to issue a Mandate authorizing the Consecration of the Reverend Charles Ridgway, M.A., Je a Bishop, to the intent that he should exercise his functions in one of His Majesty's Possessions abroad.

Inland Lot 2303, Pokfulam Road, is to be sold at the F.W.D. Offices on September 6. It has an area of 33,400 square feet and the upset price is \$4,040. Rural Building Lot 151, Plantation Road, is to be sold on the same date. Its area is about 12,000 square feet and the upset price is \$1,440.

Seldom have Hongkong theatre-goers been in so demonstrative a mood as they were last night, on the occasion of the farewell performance of "The Quaints." At the close of what was a most enjoyable show the audience remained in their seats loudly applauding the members of the little party. There were calls for Mr. Salisbury, who at length came to the footlights and thanked those present for the warmth of their reception. He finally mentioned that Mr. Scovell, the talented tenor member of the party, had to be left behind at Shanghai seriously ill, and concluded by stating that "The Quaints" hoped to be back again next year.

#### HONGKONG FINANCES.

The Hongkong Treasury issues the following financial statement for the month of April:

Balance of Assets and Liabilities on 31st March, 1920.

Revenue from 1st to 30th April, 1920 ... \$5,481,517.10

Expenditure from 1st to 30th April, 1920 ... 1,213,398.09

Balance ..... 6,693,915.19

Expenditure from 1st to 30th April, 1920 ... 1,110,303.01

Balance ..... \$5,583,612.18

administration that have long been prayed for. Opium is not the worst curse of China by a long way, but it is one of the evils that will assuredly come up for earnest consideration at no very distant date. Hongkong will, probably, be seriously affected, but by that time our local Government will possibly have evolved other means for the securing of the Colony's necessary revenue.

### 1895.

#### HONGKONG TWENTY-FIVE YEARS AGO

(Compiled from the "Hongkong Telegraph" files for week ending Aug. 28th, 1895.)

#### THE DOLLAR.

Aug. 22nd.—The rate of the Dollar, on demand, to-day is £1.7/3d.

#### RESIDENT'S DEATH.

Aug. 22nd.—It is with feelings of the deepest regret that we hear of the death of Mrs. Goddard, wife of the indefatigable and deservedly popular commander of the Douglas coasting steamer *Haitan*, who passed away at her residence, College Gardens, yesterday.

#### CHINA ASSOCIATION.

Aug. 23rd.—At a meeting of the China Association held yesterday, unfortunately in private, a new Committee was elected and there was a general feeling amongst the members present that very little had been done in the past and that nothing much would be done unless there were more frequent meetings. The chairman introduced the subject of the Navy League, and read a letter received by the Chamber of Commerce from Admiral Sir Vesey Hamilton.

The Chamber of Commerce, being cosmopolitan in its composition and cosmopolitan in its objects, was unable to act in regard to a matter purely British and it was left to the gentlemen present, all British subjects, to say if they could do anything in the matter. The gentlemen present resolved to form themselves into the Hongkong Branch of the Navy League.

#### A CHAMPION OF CONSTITUTIONALISM.

August 27th.—The Hon. T. H. Whitehead arrived here this morning from Home, where, as is well-known, he has worked hard and very successfully on behalf of the ratepayers of Hongkong. It could hardly be expected that Mr. Whitehead would be greeted on his return by hundreds of grateful and jubilant citizens, and it would have been too much to expect the Chamber of Commerce, whose representative he is in the Legislative Council, to present him with an address of welcome yet if ever a resident of the Colony deserved to be publicly welcomed and to be escorted to the Town Hall with a band playing "See the Conquering Hero Comes," it is Mr. T. H. Whitehead. We can assure him, though, that a very large number of residents are delighted to know that he is once again in our midst and that they would have been only too glad to have taken part in some sort of demonstration had they been invited to do so by those who are naturally expected to take the lead in such matters.

#### SIR J. SIMON'S ALARM.

#### PERILS OF THE FINANCIAL SITUATION.

Sir John Simon, addressing a meeting at Dewsby recently, said it was absolutely necessary that Liberals should stand shoulder to shoulder in a crusade to reduce wasteful public expenditure. It was becoming increasingly clear that the problem of public expenditure was the most urgent and most fundamental of our difficulties. We had in the last four or five years made away with more accumulated wealth than mankind had ever expended before in the same time. This needed retrenchment, and we could never hope to reach a stable position again unless increased production was accompanied by the most rigorous cutting down of Government spending.

We already saw the consequences of this ruinously high and wasteful expenditure in a debased paper currency, high prices and heavy taxation, and when the slump in trade became general we could expect a situation in which no class of the community could escape the full force of the blow. A war Government still inspired by the war-view of finance could never accomplish what was necessary for economy to return to financial sanity.

### SHIPPING NEWS.

#### (BY "NEPTUNE")

Rumour has again been busy with reports of an absorption of the Indo-China Steam Navigation Company by the P. and O. Company. It is officially stated that there is no truth whatever in the report. Now, as was the case eight months ago, the price mentioned by the gossip is given as \$80 to \$85, but such a figure is purely imaginary. On the strength of this recent report Indo-Chinas were hoisted up to \$82. At one time last year the price was rushed up to \$87, that level being touched, as now, on the talk of an absorption by the P. and O.

This has been revived from time to time for several years since the breakdown of amalgamation negotiations between the two concerns. The current price of the £5 deferred shares of the Indo-China Steam Navigation Company may be justified by the financial strength of the undertaking.

The Hongkong and Whampoa Dock Company are extremely lucky in getting the contract for four oil tankers, through the instrumentality of their Manager, Mr. R. M. Dyer, who is at present at Home, where he is trying to advertise the shipbuilding facilities of Hongkong. It may not be generally known that there is more difficulty in obtaining orders for ships now than at any time since the beginning of the War. This is due more to the excessive costs of building than to any fall of freights. On account of these high costs some owners are seeking to cancel contracts or to defer their fulfilment in the hope of more moderate charges later on.

There is a pronounced reluctance on the part of principals of the great shipping lines to give fresh orders for new tonnage, or to sanction the pushing on of the present orders, on account of the high costs and of the alarming demands for further increases in wages, which will naturally increase the cost of ships in future. All the shipping losses due to submarine have been made good months ago and the difficulty which faces steamship owners at the present time is not so much the necessity for new tonnage as the want for some arrangement regarding freights. In the current year some twelve million tons will be released from the British shipbuilding yards, and all this tonnage will affect freights. On the other hand, orders for special vessels, such as oil tankers, are being placed and are likely to be for some time. If Mr. Dyer succeeds in securing more orders before he leaves London in December, they will be a godsend to the Hongkong and Whampoa Dock Company.

It is gratifying to find from the British Commercial Counsellor in Shanghai that British tonnage is well to the fore in the Far Eastern carrying trade. While it is true that the Japanese have, especially since the war, very considerably increased their share of the shipping trade in Far Eastern waters, such a statement somewhat belies the important part played by British shipping companies in this trade, evidence of which will be found in the shipping returns of Hongkong, Shanghai, Singapore, and Penang, which show that Great Britain still maintains the leading position. With a return to normal conditions in the shipping trade of the world, the British share of the carrying trade in question will once more regain and surpass its former importance.

Everybody in Hongkong interested in shipping is hoping that something will be done to bring piling of cargo to an end. Shipowners get into bad odour because of these thefts. They are common in most of the ports of the East and Far East. In fact they are even worse in England and America than they are in Hongkong. Also the thieves are possessed of an originality which would be surprising were it not such a serious matter. The latest instance is from New York, where a gang which have been systematically

robbing barges and piers for months established their den right under the nose of the Police. Their method was to purchase a barge, go through all the "safety" formalities, and moor her in the North River labelled in big letters, "Dynamite—keep away." New York has had its fill of explosions, and they were thus left severely alone. Then the river police suddenly made a raid, and found \$300,000 dollars worth of woollen goods on board. The watching was done by the crew of another barge which did not appear to have any connection whatever, but they were arrested on suspicion.

Some time in December of this year Hongkong will be invaded by sea. An American company has chartered a steamer on which it will send an exhibition across to the Far East. A floating exhibition will be rather a novelty out in China. The ship selected is being very elaborately fitted, and the idea has the strong support of the American Manufacturers Export Association and other bodies of a similar nature. We in Hongkong shall follow this new venture with interest. Its possibilities are enormous. The wares of one country can be brought to the doors of any market, and the cost is, after all, not much.

There is no improvement in the freight market, which remains stagnant. There is some enquiry for tonnage for Saigon-Hongkong at 15 to 20 cents per picul. At the close charterers are offering 20 cents. The French steamer Bourbon has been fixed for Manila and Cebu at 40 cents per picul, and it is reported that the e.s. Hangchow, Singan and Hunan, three China Navigation Company's vessels, have been chartered for Saigon and Manila at 35 cents and 40 cents for Manila and Cebu. There is a demand for boats on the Saigon-Philippines run at \$7 a ton deadweight for the carriage of cattle. The market for Newchung-Hongkong-Canton is very quiet. I hear that the s.s. Drifter, a Norwegian vessel, has been fixed for a sum of \$21,000 for Saigon-Hongkong-Swatow-Singapore-Hongkong. There is no demand for tonnage for coal, and all imports of Japanese coal from Moji, etc. are being brought to Hongkong by the owners' own tonnage. Closures have been arranged by local coasters for the carriage of coal at \$2.50 per ton for Hongkong to Swatow, and a similar rate for Hongkong to Canton. For the run Newchung-Hongkong-Canton I hear of

## NOTICES

## THE MERCURY GARAGE CO.

FOR  
GOOD CARS  
PROMPT SERVICE  
REASONABLE CHARGES.  
CAREFUL DRIVERS.  
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## INTERNATIONAL AERO EXHIBITION.

## MARVELS OF AERIAL NAVIGATION.

The opening of the International Aero Exhibition at Olympia by the Marquis of Londonderry, Under Secretary for Air, is an event of double significance, for it closes what may be termed the war period in aviation, and also forms the eve of the new era of commercial aviation. The machines exhibited are mostly of British make, and they tend to demonstrate the pre-eminence of this country in the domain of aerial navigation.

The outstanding exhibit is undoubtedly the large Bristol triplane known as the "Flying Pullman." It is of massive construction, with an air of stability more usually associated with ground or seacraft than aircraft. It has a total wing area of 405 square feet and is 9 feet 6 inches in height. Its weight is about eight tons with full load, which would include two pilots and 16 passengers, while it is driven by four Liberty engines giving a combined total of 1600 horse-power and a speed of 134 miles an hour. To the layman the most impressive part of the plane is the spacious and comfortably furnished saloon. It is a luxurious apartment, with artistic mouldings, a carpeted floor, and panelled roof while there are comfortable armchairs in which the air passenger may loll at ease while surveying the world below through his own little curtained window. The electrically heated floor carpet further adds to his comfort on cold days. The saloon leads into a tiny compartment where the two airmen manipulate the twenty-eight gauges and levers required to propel this aerial giant.

In contrast to this triplane is the little Bat Crow—in appearance the aerial prototype of the motor scooter. It is a diminutive monoplane, in which the pilot sits in a little seat slung from the plane. It can fly for two hours at sixty miles an hour, but is really nothing more than an elaborate toy, fit only for the adventurous. Another and more useful baby is the little Avro, which made a non-stop flight to Turin on a consumption of less than 20 gallons of petrol; while there is also on show an Austin whippet, which folds its wings back after a flight, and goes snugly to rest in a nest measuring 9 feet by 17 feet, the size of an ordinary motor garage.

10 PASSENGERS AT 100 MILES AN HOUR.

Messrs. Vickers have several interesting exhibits including the commercial counterpart of the famous Vickers Vimy biplane. It will carry 10 passengers and 2 pilots, or 1½ ton mails or goods, for 3 hours at 100 miles an hour without landing. Another large commercial machine, whose cream-coloured expanse makes it a prominent exhibit is the new Handley-Page W.8. It has comfortable accommodation for 15 to 20 passengers, or will carry instead 2 tons of cargo. This machine achieved a flight from London to Paris in 1 hour 50 minutes.

## SCOTTISH EXHIBITS.

Exhibits of special interest to Scotland are provided by William Beardmore & Co. (Ltd.), Glasgow, who show a two-seater tractor biplane similar in general design to the W.B.11, which did such good work on active service in fighting, reconnaissance, and long-distance patrol. Special attention is given to the comfort of pilot and passengers, who are seated in a tandem behind the

## RUSH FOR SECRET OF YOUTH.

## PROFESSOR TOO POOR TO CONTINUE EXPERIMENTS.

Professor Steinach, who claims to have discovered the secret of youth, has been overwhelmed with telegrams from all parts of the world asking for information of his method of rejuvenation, or advising the arrival of patients at Vienna.

It was reported recently in the *Daily Chronicle* that he had claimed to have found that a certain gland has an influence over the development of human and animal life, and that, by a slight operation or by the Ronigen X-rays, he can accelerate the age of people or retard it.

Steinach is frightened at this storm tide. He is a calm scholar living in retirement for his studies, and, although he published the results of his researches, he does not desire to operate, leaving it to the surgeon to put his discovery into practice.

For a year past Steinach has been forced to suspend his experiments, not having sufficient means at his command to maintain a laboratory.

William Roux, the famous biologist at Halle, in an article published in the *Niue Freie Presse*, remarks, "every surgeon is able to perform the operation indicated by Steinach without danger. It is the duty of cultured nations to give Steinach a donation for the continuation of his researches."

## DON'T THROW MONEY AWAY

on large harsh and habit-forming cathartic pills, or on disagreeable saline purgatives, when you can obtain the famous little gentle-as-nature laxatives, Pinkettes, at every drug store. Strong purgatives hurt and harm, the temporary relief they give being usually followed by worse constipation than before. Pinkettes, on the contrary, leave no after ill-effects. They dispel constipation, are an ideal remedy for biliousness, sick headaches, torpid liver, coated tongue, foul breath, pimples and bad complexion. From chemists, or post free, 60 cents the vial, from Dr. Williams' Medicine Co., 96 Szechuan Road, Shanghai.

## YOUR LAST OPPORTUNITY OF SEEING

## "THE WOMAN GOD FORGOT"



IS TO-NIGHT at 5.15 & 9.15 p.m.

## NOTICES

## DAIRY FARM NEWS.

New Shipment of  
FROZEN SMOKED FISH

Selected Fillets - 60 cents per lb.

Finnan Haddocks - 50 "

Selected Kippers - 40 "

Red Herrings - 30 "

THE DAIRY FARM, ICE & GOLD STORAGE COMPANY, LIMITED.

A Cheap Lamp is an Expensive Light

**APHILIPS LAMP**  
IS A PERMANENT ECONOMY

SOLE AGENTS

Holland-China Trading Co.  
Hong Kong

RIO GRANDE, the River, separates Mexico from the U.S.A.; it is the dividing line between To-day and the Day before Yesterday.

RIO GRANDE, the Play, deals with the elemental passions aroused wherever there is contact between the two warring civilisations.

"Mountains divide," said Napoleon, "rivers unite."

But he did not know the RIO GRANDE, whose mission it is to hold apart the two-fisted men of Texas and the passionate sons of mediaeval Mexico.

## Rio Grande

A Flaming Romance of the Frontier!  
A Picture with a Thousand Thrills!

TODAY at 2.30 p.m.

TOMORROW at 6 & 9.15 p.m.

at

## THE CORONET

## NOTICES

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FOR  
LADY OR GENTLEMAN  
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WARDROBE  
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LATEST  
SHAPES

SHIRTS  
WITH SOFT OR STIFF FRONTS.

SOCKS, TIES. WHITE AND FANCY  
GLOVES. DRESS  
HANDKERCHIEFS.  
WAIST COATS STUDS & LINKS

## DRESS SUITINGS

JUST RECEIVED  
NEW STOCK

## MOUTH ORGANS

(SINGLE & DOUBLE REEDS)

## THE ANDERSON MUSIC CO., LTD.

16, DES VOEUX ROAD.

PHONE 1322.

## GINS.

Caldbeck's Old Tom and Dry  
Jas. Coulls & Co., Old Tom and Dry  
Boord & Son Old Tom and Dry  
Booth's No. 1 Old Tom  
Plymouth (Coates & Co.)  
Bois Dry Gin (London Style)

CALDBECK, MACGREGOR & CO., LTD.

(Telephone No. 783)

SOLE AGENTS  
THE FUJI TRADING CO., LTD.  
(INC. IN JAPAN)

NEW PATENTED INVENTION:

[Flexible, Unbreakable and Beautiful]

## SILK GLASS

Replaces Ordinary Glass in all purposes

SAMPLE OR APPLICATION TO

THE FUJI TRADING CO., LTD.

14, Chater Rd., Hongkong

## PACIFIC SHIPPING.

**C P O S**

## SAILINGS

HONGKONG to VANCOUVER		
via Shanghai, Nagasaki (McR.) Kobe & Yokohama.		
Steamers from Hongkong. Due Vancouver		
Empress of Russia Aug. 26 Sept. 13		
Empress of Japan Sept. 14 Oct. 5		
Empress of Asia Sept. 23 Oct. 11		
Empress of Russia Oct. 21 Nov. 8		
Monteagle Oct. 26 Nov. 19		
Empress of Japan Nov. 9 Nov. 30		
Empress of Asia Nov. 18 Dec. 6		
Empress of Russia Dec. 16 Jan. 3		
Monteagle Dec. 31 Jan. 24		

Passengers to Europe are strongly advised to determine the exact date of the Atlantic sailing before booking, and to book their passage in advance of departure from the Orient. Trade conditions on the Atlantic are as congenial as on the Pacific. Atlantic reservations can be arranged by letter or cablegram. Passengers to Europe frequent the services of the Line. Through Bills of Lading issued to all parts of United States or Canada.

For fares and other information, please apply to  
HONGKONG OFFICE.  
Telephone 122. Cable Address CANPAC.  
CANADIAN PACIFIC OCEAN SERVICES.



PACIFIC STEAMSHIP COMPANY  
TRANS-PACIFIC FREIGHT SERVICE.  
Operating the following U. S. Shipping Board Steamers.  
For SEATTLE, TACOMA, VICTORIA, VANCOUVER,  
(Calling at Shanghai and Kobe.) About Aug. 30th.  
"CITY OF SPOKANE".  
For PORTLAND direct.  
(Calling at Shanghai and Kobe.)  
"COAST" ... About Aug. 30th.  
"WAWALONA" ... Sept. 9th.  
"MONTAGUE" ... Sept. 15th.  
For SEATTLE.  
"ICONUM" ... About Oct. 6th.  
Through Bills of Lading issued to OVERLAND COMMON POINTS.  
FOR FREIGHT AND PARTICULARS APPLY TO  
THE ADMIRAL LINE  
Telephones 2477 & 2478 5th Floor, Hotel Mansions

## SERVICE TO UNITED STATES.

NEW YORK and/or BOSTON  
Via PANAMA.S.S. "CAPE MAY"  
ABOUT SEPTEMBER 15TH.S.S. "ELDENA"  
ABOUT OCTOBER 15TH.S.S. "CITY OF JOLIET"  
ABOUT NOVEMBER 15TH.

For freight space and particulars apply to:-

BARBER STEAMSHIP LINES INC.,  
THE ADMIRAL LINE  
AGENTS.Telephones 2477 & 2478 5th Floor  
Hotel Mansions.

## LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.  
Operating the following U. S. Shipping Board steamers.

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. WEST HIXON	Aug. 20	S.S. WEST HIXON	Aug. 23
S.S. VINITA	Sept. 12	S.S. VINITA	Sept. 15
S.S. WEST HIXON	Oct. 7	S.S. WEST HIXON	Oct. 10

Through Bills of Lading to all U. S. and CANADIAN OVER-

AND POINTS. No transhipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern

Pacific Railroads.

HEAD OFFICES: HONGKONG OFFICE:

LOS ANGELES, CALIF. Prince's Building, Chater Road,

TANCH OFFICE: Telephone No. 1062.

COBE, SHANGHAI, CHAS. E. RICHARDSON,

MANILA, SINGAPORE. General Agent for South China.

## PACIFIC SHIPPING.

**PACIFIC MAIL S.S. CO.**

## U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS  
"ECUADOR," "VENEZUELA" & "COLOMBIA"

HONGKONG TO SAN FRANCISCO

Via Shanghai, Kobe, Yokohama &amp; Honolulu.

THE SUNSHINE BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.  
SAILINGS FROM HONGKONG AT NOON.

ALSO

The following U. S. Shipping Board vessels

FOR SAN FRANCISCO:

S.S. "WEST INSKIP" Last half of August, for San Francisco via Shanghai and Japan.

HONGKONG-CALCUTTA SERVICE.

S.S. "LAKE FARMINGDALE" August 20th, for Calcutta via Singapore, Penang and Rangoon.

Cargo accepted on through Bills of Lading to all Points in the United States and Canada, also through Bills of Lading issued to Baltimore, Havana, Central and South American Ports.

For further information apply to:-

PACIFIC MAIL S.S. CO.

Hotel Mansions,

TELEPHONE 141.

Cable Address "SOLANO."

**T. K. K.**  
**TOYO KISEN KAISHA**

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN &amp; HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS.	TONS.	LEAVE HONGKONG.
SHINYO MARU	22,000	Sept. 6th.
PERSIA MARU	9,000	Sept. 17th.
KOREA MARU	30,000	Sept. 30th.
SIBERIA MARU	20,000	Oct. 12th.
TENYO MARU	22,000	Oct. 28th.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA &amp; IQUIQUE.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

STEAMERS. TONS. LEAVE HONGKONG.

ANYO MARU 18,500 Sept. 9th.

SEIYO MARU 14,000 Nov. 9th.

For full information regarding passengers, freight, and sailing apply to:-

Y. TSUTSUMI, Manager.

King's Building. Tel Nos. 2374 &amp; 2375.

Agents at Canton: Messrs. T. E. GRIFFITHS, LTD.

**CHINA MAIL S.S. CO. LTD.**

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS &amp; HONOLULU.

"NANKING" "NILE" "CHINA"

August 22nd, at noon. August 28th. Sept. 24th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Ice House Street.

Telephone, Passenger Dept. 1934.

Telephone, Freight Dept. &amp; Agent 2161.

**STRUTHERS & DIXON, INC.**

Operating Far Eastern services on account of the

UNITED STATES SHIPPING BOARD.

ALSO  
Associated with

COSMOPOLITAN SHIPPING CO. GREEN STAR LINE,

NEW YORK. NEW YORK.

Operating Baltimore via Panama Service to the Far East.

To NEW YORK and BALTIMORE.

"GREENLAND" ... 21st August.

To SEATTLE.

"WEST ISON" ... 28th August.

To SAN FRANCISCO DIRECT.

"BRAVE COEUR" ... 14th September.

To CUBA.

"CHIPCHUNG" ... 15th September.

Through Bills of Lading issued to all U. S. and Canadian Overland Common Points.

HONGKONG OFFICE: 1st floor Powell's Building, 18, Des Voeux Rd, Tel. 3008.

TO

PRINCE LINE FAR EAST SERVICE.

## For New York.

"CELTIC PRINCE" VIA SUEZ CANAL, Early October.

Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL in

Owners option.

For freight and further particulars, apply to

SHEWAN TOMES &amp; CO.

Agents.

PACIFIC SHIPPING.

## PACIFIC SHIPPING.

**DOLLAR****LINE**

SAILINGS FROM HONGKONG FOR

NEW YORK VIA PANAMA.

STEAMERS.

"GRACE DOLLAR" ... AUG. 27TH.

## FOR VANCOUVER.

"MELVILLE DOLLAR" ... SEPT. 17TH.

"HAROLD DOLLAR" ... OCT. 9TH.

Through Bills of Lading issued to all parts of United States or Canada

"Movements subject to change without notice."

For particulars for freight apply to:-

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING TEL. 795.

792.

## SAILING DATES.

EMPIRE LINE, ETC.

Iron ... R. &amp; S. Aug. 21

Bellophon ... R. &amp; S. Aug. 21

Takada ... P. &amp; O. Aug. 21

Tomashin M. N. Y. K. Aug. 23

West Hira L. A. Co. Aug. 23

Akita M. N. Y. K. Aug. 23

E. of Russia U. P. O. S. Aug. 23

Prometheus ... R. &amp; S. Aug. 23

Plaxy ... P. &amp; O. Aug. 23

Grace D. R. D. Co. Aug. 23

Nile ... C. M. Co. Aug. 23

Ningchow ... B. L. Aug. 23

West Ison S. &amp; D. Aug. 23

Kanagawa M. N. Y. K. Aug. 23

C. of Spokane P. &amp; O. Aug. 23

Coastal P. &amp; Co. Aug. 23

Tottori M. N. Y. K. E. Sept.

Toba J. C. J. L. B. Sept.

Innsbruck D. &amp; Co. Sept. 2

Bombay M.

Shipping to Europe, Australia, and other Ports.

**P. & O.-BRITISH INDIA, APCAR  
AND  
EASTERN & AUSTRALIAN LINES.**

(COMPANIES incorporated in ENGLAND)

TO  
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,  
WEST INDES, MAURITIUS, EAST & SOUTH AFRICA,  
AUSTRALASIA, INCLUDING, NEW ZEALAND  
& QUEENSLAND PORTS, RED SEA,  
EGYPT, EUROPE, ETC.

PENINSULAR &amp; ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
PLARSY	4,400	26th Aug.	Marseilles, London and Cape Town via Singapore
JEYPORE	5,300	11th Sept.	Anwerp.
<b>BRITISH INDIA-APCAR SAILINGS (South)</b>			
TAKADA	7,000	21st Aug. 1 p.m.	Calcutta via Singapore Penang & Rangoon.
<b>EASTERN &amp; AUSTRALIAN SAILINGS (South)</b>			
KANOWNA	7,000	25th Sept.	Sandakan Thursday Island, Cairns Townsville, Brisbane Sydney and Melbourne.

SAILINGS TO SHANGHAI &amp; JAPAN.

G. APCAR	4,600	1st Sept.	Shanghai & Japan.
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WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 3 ft. x 2 ft. will be received at the  
Post Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to

MACKINNON, MACKENZIE &amp; CO.

22, Des Voeux Road Central.

Agents.

**N. Y. K.**

**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

SEATTLE & VICTORIA	via K'long, Manila, Shai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.
FUSHIMI MARU	(Omitting Manila) Sat., 11th Sept., at 11 a.m.
KATORI MARU	Thursday, 30th Sept., at 11 a.m.
TAJIMA MARU	Friday, 8th Oct., at 11 a.m.
LONDON & ANTWERP	via Singapore, Penang, Colombo, Suez Port Said & Marseilles.
SHIZUOKA MARU	Thursday, 26th Aug., at noon.
KAGA MARU	Thursday, 9th Sept., at noon.
HAMBURG, LONDON & ANTWERP	via Singapore, Colombo, Suez and Port Said.
MARSEILLE & LIVERPOOL	via Spore, C'ho, Suez & Port Said.
TOTTORI MARU	End of September.
SYDNEY & MELBOURNE	via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
TANGO MARU	Wednesday, 22nd Sept., at 11 a.m.
NIKKO MARU	Wednesday, 20th Oct., at 11 a.m.
NEW YORK	via Suez Canal.
AKITA MARU	Wednesday, 25th August.
SOUTH AMERICAN PORTS	via Spore, Rangoon, Calcutta & Cape.
BOMBAY & COLOMBO	via Singapore.
TENSHIN MARU	Monday, 23rd August.
CALCUTTA & RANGOON	via Singapore & Penang.
CEYLON MARU	Sunday, 29th August.
BOMBAY MARU	Saturday, 4th September.
JAPAN PORTS	Nagasaki, Kobe & Yokohama.
NIKKO MARU	Saturday, 18th Sept., at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA	
NAGATO MARU	Monday, 23rd Aug.
TAMBA MARU	Monday, 23rd Aug., at 11 a.m.
TOTOMI MARU	Thursday, 26th Aug.

For further information apply to NIPPON YUSEN KAISHA.  
Telephone Nos. 292 & 293.

S. YASUDA, Manager.

**JAVA-CHINA-JAPAN LIJN.**



Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	To
Tjikembang	Japan	in port	20th Aug.	Java.
Tjipanas	Java	23rd Aug.	29th Aug.	Haiphong.
Tjikini	Java	30th Aug.	3rd Sept.	Java.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passenger. All steamers carry a duly qualified surgeon. Cargo taken through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	To
Tjikondari	Java	27th Aug.	31st Aug.	San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.  
Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

**O. S. K.**

**OSAKA SHOSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.  
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"ALPS MARU" (Call Marseilles) 7th September.

"ATLAS MARU" 23rd September.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"CHICAGO MARU" Thursday, 9th September.

"CANDA MARU" 2nd November.

BOMBAY &amp; COLOMBO—Regular fortnightly service via Singapore.

"SIAM MARU" Monday, 23rd Aug.

"LUZON MARU" Tuesday, 24th Aug.

SAIGON, BANGKOK, &amp; SINGAPORE—Regular Monthly Service.

"SHISEN MARU" Wednesday, 1st Sept.

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KUNAJINI MARU" Friday, 25th Sept.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago MILWAUKEE &amp; ST. PAUL RAILWAY.

"AFRICA MARU" (Calling Manila) Friday, 30th August.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

"HONOLULU MARU" Thursday, 9th Sept.

JAPAN PORTS—Moji, Kobe, Yokohama &amp; Yokohama.

"MADRAS MARU" Monday, 30th Aug.

NEW ORLEANS.

"BORNEO MARU" Wednesday, 1st Sept.

KEELUNG via SWATOW &amp; AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"AMAKUSA MARU" Friday, 27th Aug.

"SOSHU MARU" Thursday, 26th August.

For sailing dates and further particulars please apply to

Y. YASUDA, Manager.

Tel. No. 744 and 745

No. 1, Queen's Building

**COASTAL SHIPPING.**

**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination Steamer Sailing

SHANGHAI via Swatow-Tengshing

Tues., 24th Aug. at d'light

TTSIN via W'wei &amp; C'foi Chipping

Wed., 25th Aug. at d'light

HAIPHONG via Haibow Taksang

Wed., 25th Aug. at 8 a.m.

KOBE ..... Kumsang

Wed., 25th Aug. at 8 a.m.

MANILA ..... Yuensang

Fri., 27th Aug. at 3 p.m.

STRAITS &amp; JAVA via Amoy Focshing

Tues., 31st Aug. at d'light

CALCUTTA LINE—This Line now affords regular sailings to

Calcutta, Penang and Singapore. Returning from Calcutta

steamers proceed via Straits and Hongkong to Japan,

occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted

with Electric Light &amp; Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between

Canton and Shanghai, sometimes calling at Swatow. Through

tickets can be obtained and through Bills of Lading are issued

all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by

vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers

and cargo, calling at Haibow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and

Sandakan by a steamer having up-to-date accommodation

for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton,

Labuan, Tawau and Lahad Datu.

TIENTSEN LINE—A regular service is run from March to Nov

between H'kong &amp; Tientsin calling at Weihaiwei &amp; Chefoo.

**CALCUTTA LINE.**

Through Bills of Lading issued to

RANGOON, PORT SWETTENHAM &amp; MADRAS.

For Freight or Passage apply to

JARDINE MATHESON &amp; CO., LTD.

General Managers.

Telephone No. 215.

**C. N. C.**

**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail.

HAIPHONG ..... Tientsin 21st Aug. at 11 a.m.

HAIPHONG ..... Ichang 21st Aug. at 11 a.m.

SHANGHAI &amp; TSINGTAO ..... Chenan 22nd Aug. at d'light

H'HOW, P'HOI &amp; H'PHONG ..... Kaiyong 22nd Aug. at 9 a.m.

SWATOW &amp; SINGAPORE ..... Chengtu 23rd Aug. at noon.

## TO-DAY'S PICTURES.



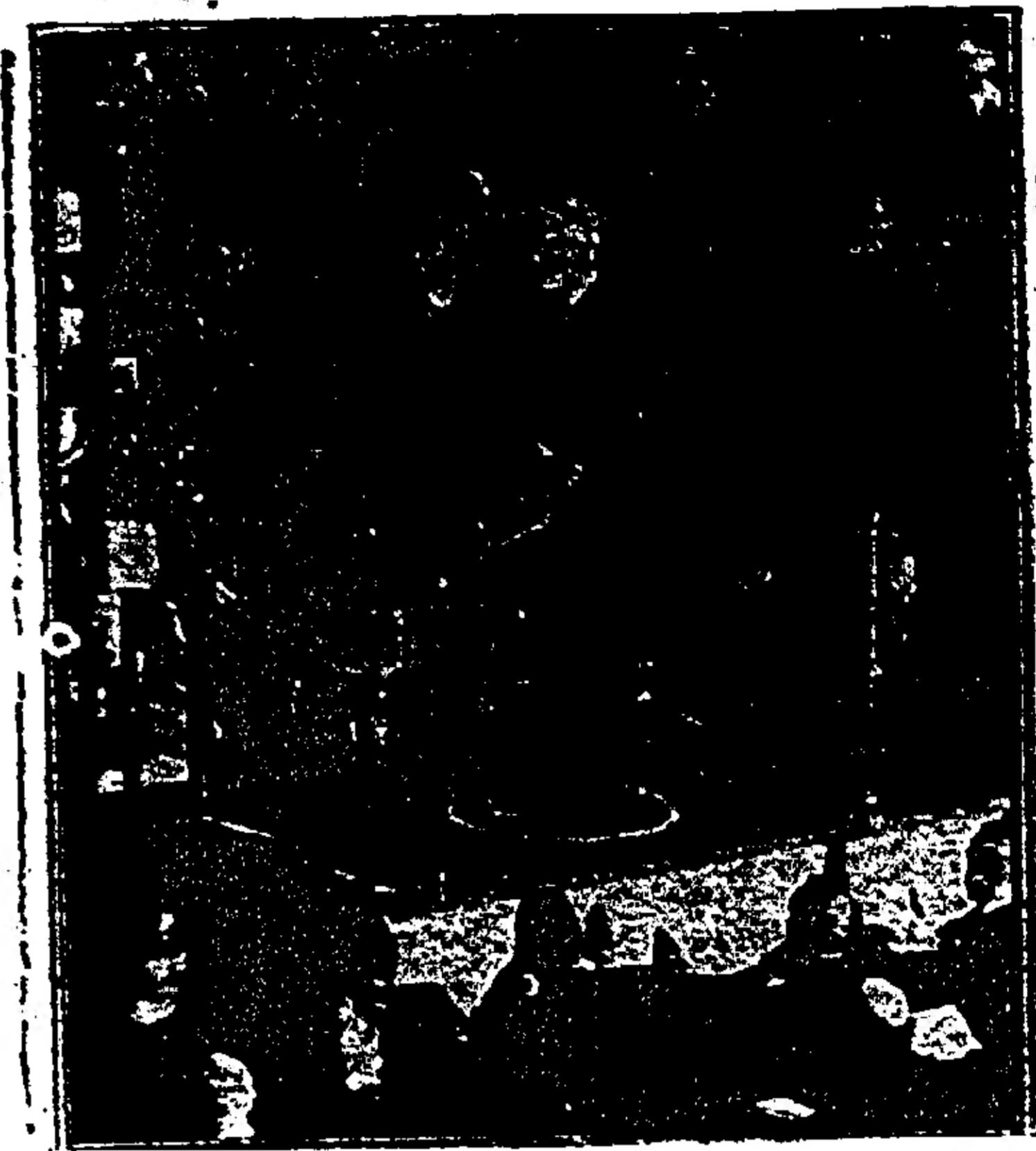
JUGO-SLAV PREMIER.

Primo Minister Protitch, of Jugo-Slavia. Early in 1919 he held the same position.



INAUGURATION OF MEXICAN PRESIDENT.

The inaugural party photographed outside the National Palace immediately following the inauguration. President Huerta is seen in the centre in civilian clothes.



SENATOR LODGE.

Senator Lodge is here seen addressing the Republican Convention.



AERIAL VIEW OF WASHINGTON.

This striking photograph of the U. S. capital was taken from an aeroplane.



SENATOR AND MRS. WARREN G. HARDING.

The Republican candidate for the Presidency and his wife are here seen outside their Washington home.



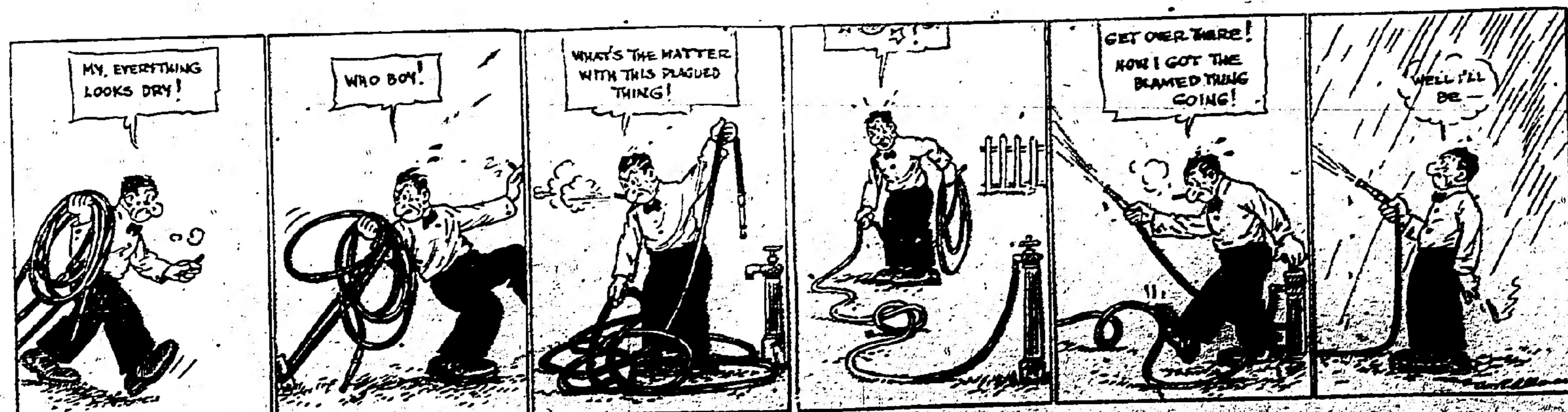
NOTED GOLFER.

Above is seen Mr. Walter Hagan, the noted American golfer who has been visiting England.

DOINGS OF THE DUFFS.

Tom Gets the Hose Going Just in Time.

BY ALLMAN.



## PICTORIAL SUPPLEMENT.

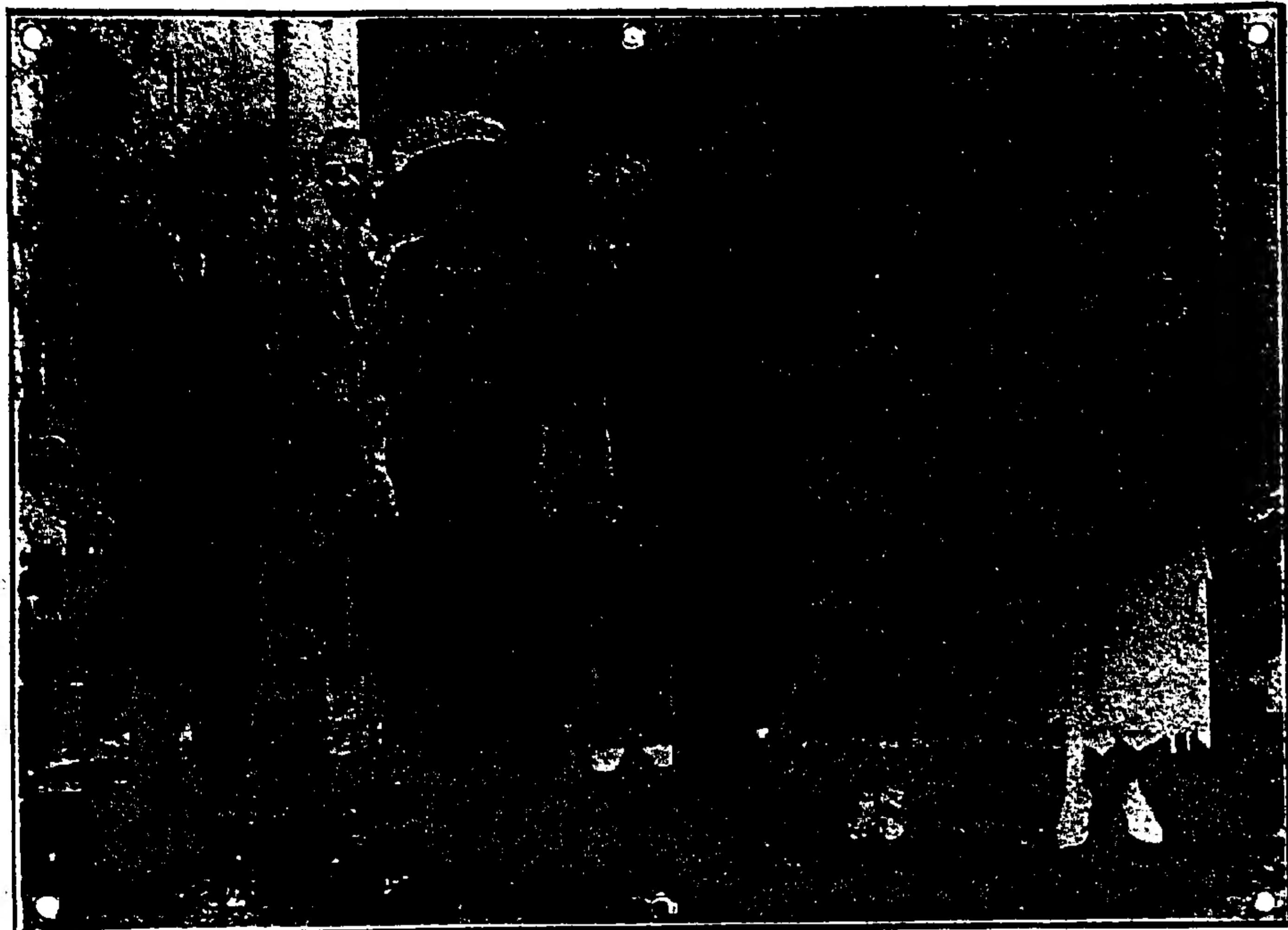


Photo: Mee Cheong.

Group taken at wedding of Mr. J. R. Rodenfuser and Miss Yvonne Lecable.

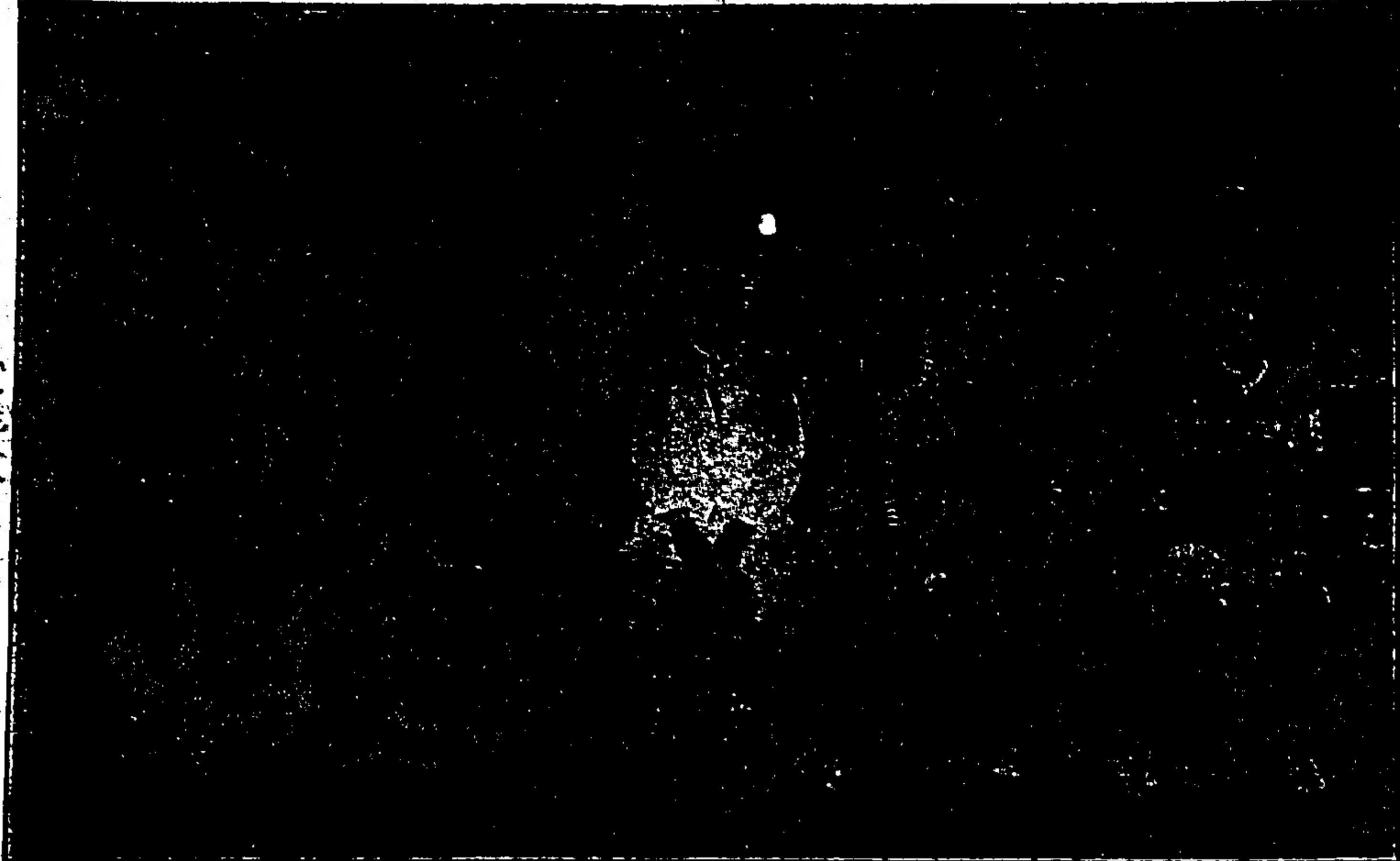


Photo: Mee Cheong.

"D" Coy. Wiltshire Battalion, winners of the Hongkong Garrison and Regimental Hockey Leagues.

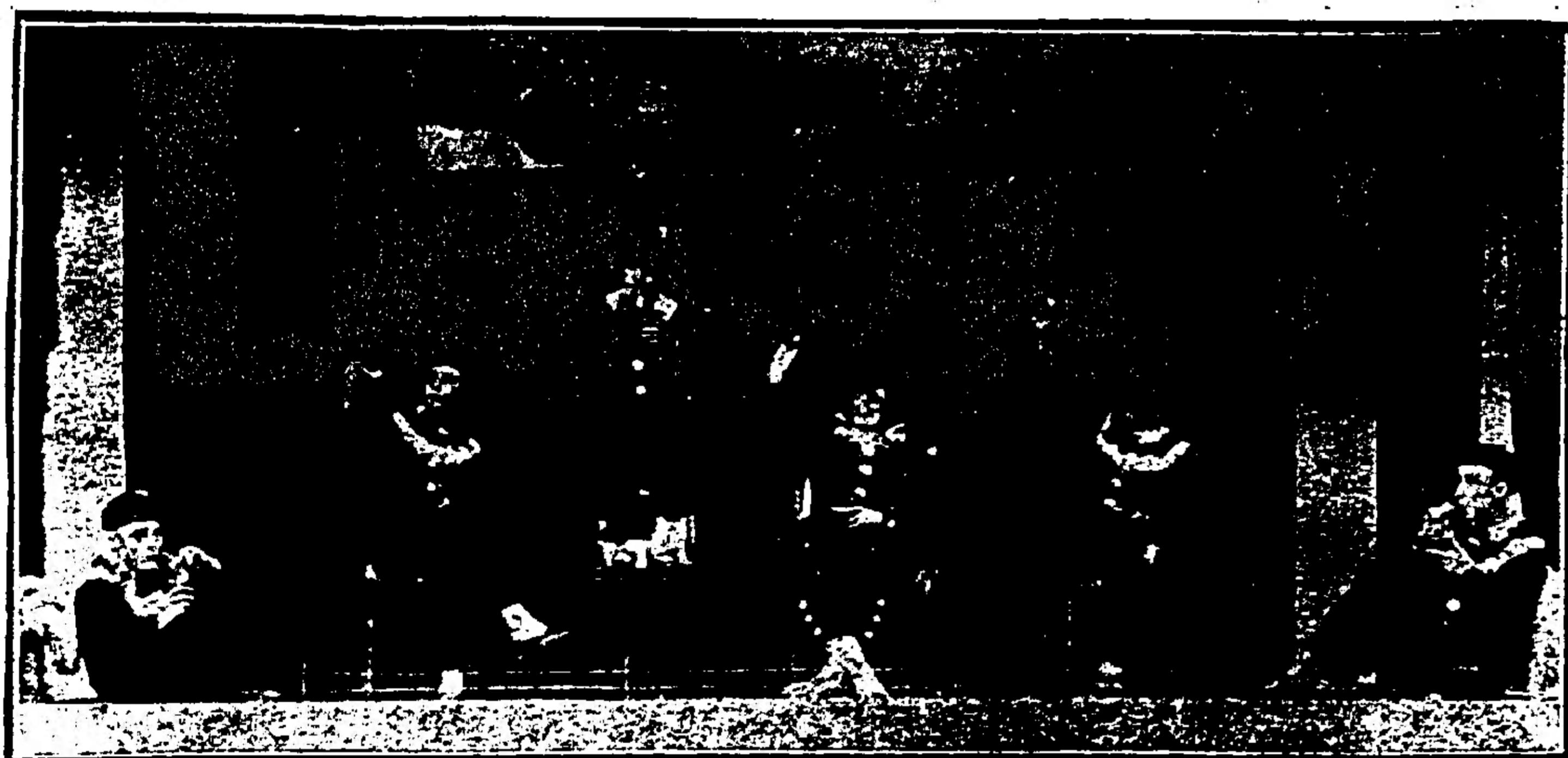


Photo: Mee Cheong.

"The Black Cats" in their "Bubbles" scene.



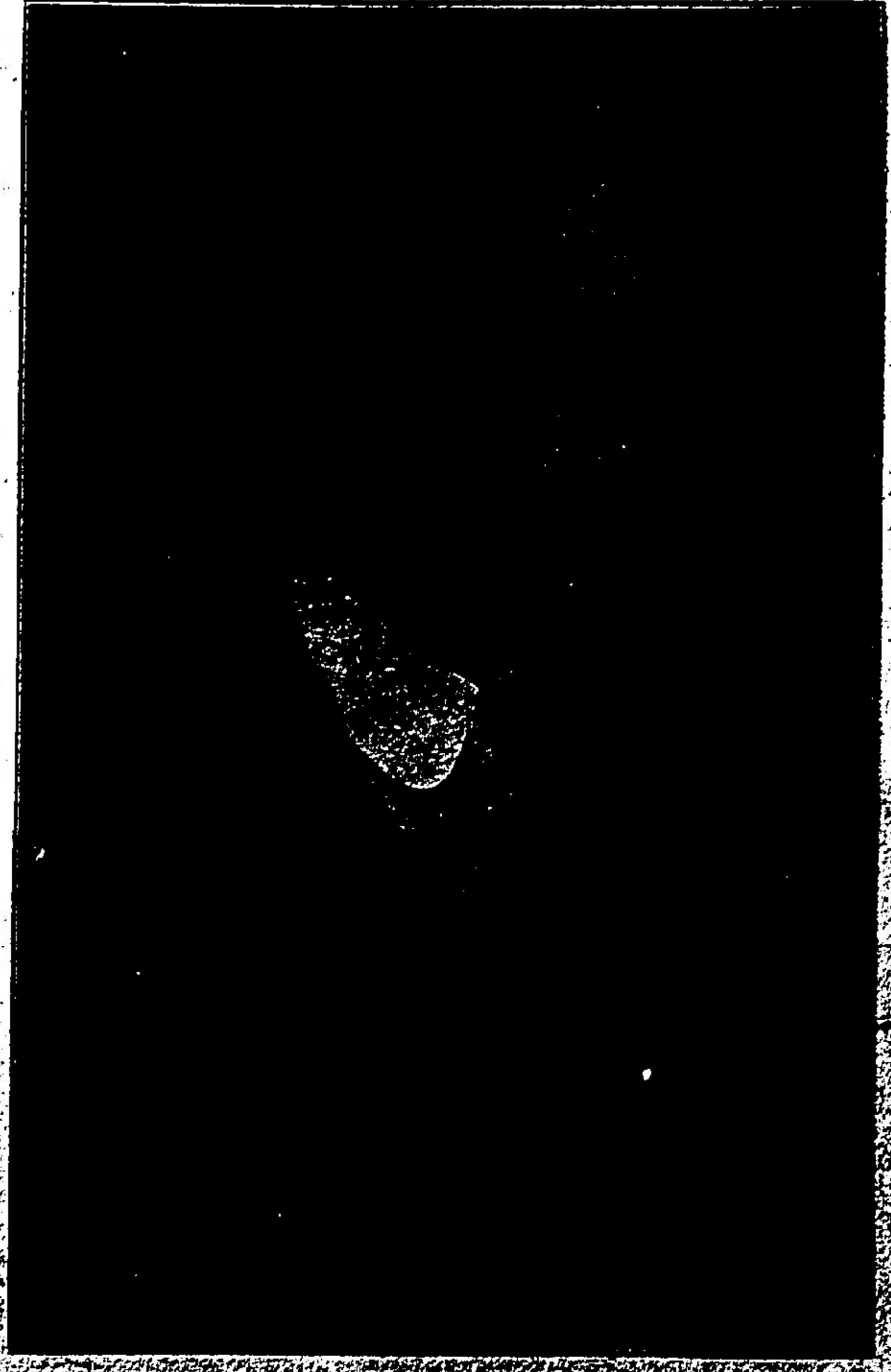
Photo: Mee Cheong

Wedding of Mr. C. R. Jonsson and Miss L. W. Tregillus.



Photo: Mee Cheong.

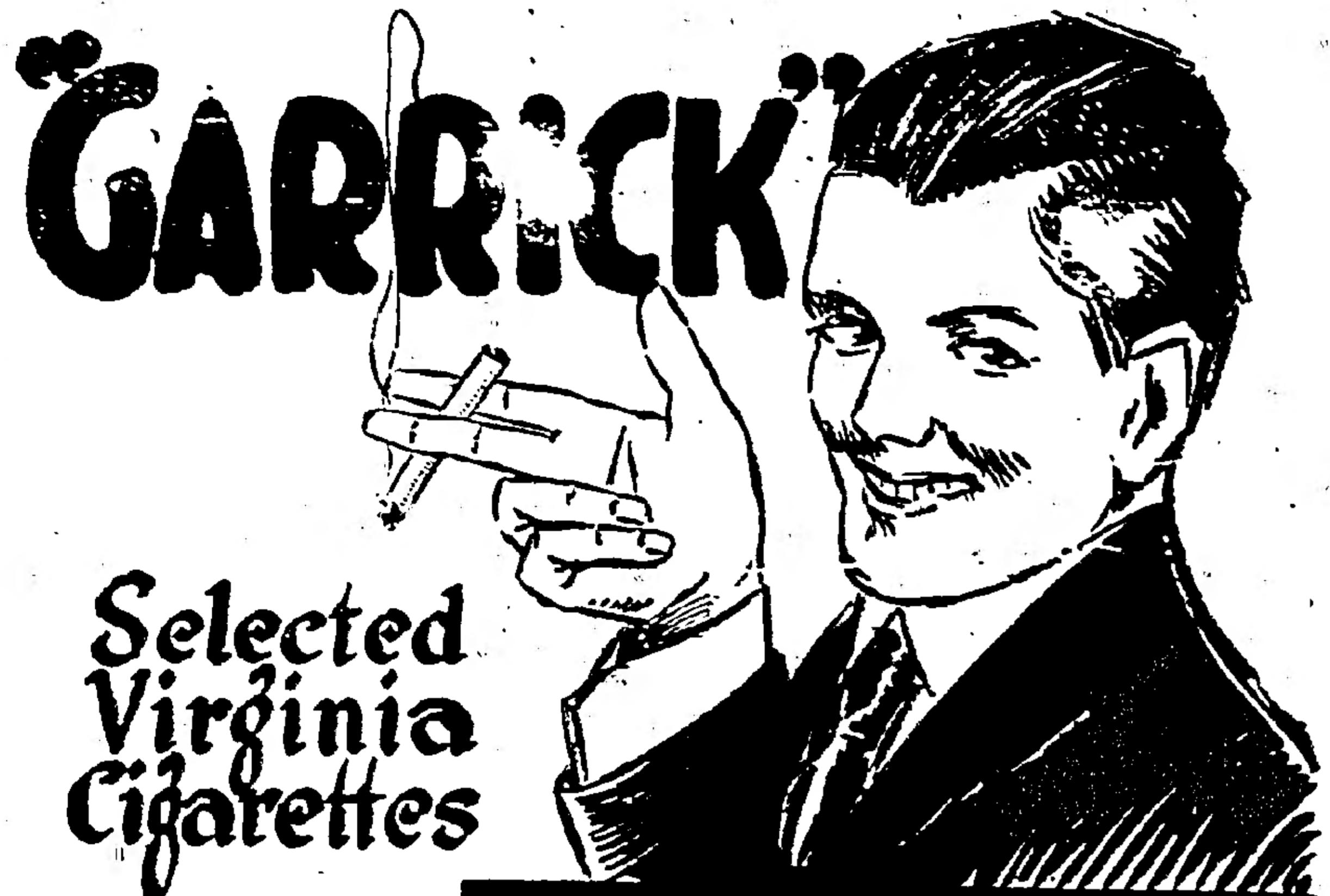
The late Mr. A. E. L. de Sousa, with "Pawnshop," one of his winning mounts.



Mr. George L. Anderson, U.S. Consul-General, who is succeeded by Mr. George L. Anderson.



## NOTICES.



**GARRICK**  
Selected  
Virginia  
Cigarettes

ARE MADE FROM THE HIGHEST  
COST AND MOST DELICATELY  
FLAVOURED  
**TOBACCO**  
GROWN IN VIRGINIA

SOLD IN AIR-TIGHT TINS OF  
50 CIGARETTES AND OBTAINABLE  
AT ALL TOBACCONISTS.



This Advertisement is issued by British-American Tobacco Co., (China) Ltd.

## POST OFFICE.

Holders of private letter boxes are warned against the practice of using keys not issued by this Department. In addition to the locks caused by the use of privately made keys there is the further danger that such keys may easily get into the hands of unauthorised persons.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAIIS.

Straits—Per TAMBA M., 23rd Aug.  
Europe (via Negapatam)—Per CARNARVONSHIRE, 22nd Aug.  
Shanghai—Per SUNNING, 23rd Aug.  
U.S.A., Japan and Shanghai—Per SHINYO M., 24th Aug.  
Shanghai and Japan—Per SHID-ZUOKA M., 25th Aug.  
Straits—Per TOTOMI M., 25th Aug.  
Japan—Per CEYLON M., 28th Aug.  
Bombay—Per YETOROFU M., 30th Aug.

## OUTWARD MAIIS.

TO-MORROW.  
Swatow & Straits—Per CHENG-TU 22nd Aug., 9 a.m.  
Shanghai, N.C. Japan via Yokohama, Honolulu, Canada, United States, C. and S. American & Europe via San Francisco—Per NANKING 22nd Aug., Reg. 9 a.m. Letters 9 a.m.  
MONDAY, 23RD AUG.  
Saigon—Per HANGCHOW, 23rd Aug., 2 p.m.  
Swatow—Per HYDRANGEA, 23rd Aug., 4 p.m.

Shanghai, N. China, Japan via Kobe—Per TAMBA M., 23rd Aug., 10 a.m.

Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt, & EUROPE VIA SUEZ—Per PROMETHEUS, 23rd Aug., Reg. 1.45 p.m. Letters 2.30 p.m. The Parcel Mail will be closed on Monday, 23rd Aug., at noon.

TUESDAY, 24TH AUG.

Swatow and Bangkok—Per KAUCHOW, 24th Aug., 11 a.m.

Swatow, Amoy and Foochow—Per HAIHONG, 24th Aug., 1 p.m.

Amoy, Shanghai & North China—Per SUI YANG, 24th Aug., 9 a.m.

WEDNESDAY, 25TH AUG.

Philippine Is.—Per TAMING, 25th Aug., 3 p.m.

THURSDAY, 26TH AUG.

Shanghai and North China—Per SUNNING, 26th Aug., 10 a.m.

Straits, Bangkok, Ceylon, Mauritius, S. Africa, L. Marques, India via Dhanushkodi, Egypt and Europe via Marseilles—Per SHID-ZUOKA M., 26th Aug., Reg. 9.45 a.m. Letters 10.30 a.m.

FRIDAY, 27TH AUG.

Swatow, Amoy and Formosa via Keelung—Per KAIJO M., 27th Aug., 11 a.m.

Swatow, Amoy and Foochow—Per HAICHING, 27th Aug., 1 p.m.

TUESDAY, 31ST AUG.

Swatow, Amoy and Foochow—Per HALOONG, 31st Aug., 1 p.m.

THURSDAY, 9TH SEPT.

Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt & EUROPE VIA MARSEILLES—Per KAGA M., 9th Sept., Reg. 9.45 a.m. Letters 10.30 a.m.

## PASSENGERS DEPARTED.

Per s.s. KALYAN.—Mr. and Mrs. Draper, Miss Ferguson, Mr. and Mrs. P. S. Cassidy and infant, Lt. Scott Moncrieff, Lt. T. B. Woocroft, Miss Mew, Mr. and Mrs. R. P. Thursfield, Mr. Russel, Mr. and Mrs. E. H. Groomes, Mr. and Mrs. Bronson, Lt. Com. Brown, Mrs. Le Huquet, Capt. Stonyer, Capt. Blenkinsop, Mr. Owen Hughes, Mr. Greenwald, Capt. Cumbeles, Mr. J. N. Kausman, Lt. E. R. Moore, Lt. H. K. Jerome, Mr. Pearson, Mr. H. S. Wood, Mr. Ellaby, Mr. Fooks, Mrs. Fooks, Mr. Johnson, Mr. Eyles, Insp. Hedge, Mr. Stamford, Mr. T. M. Smith, Mr. T. Young, Mr. Duffing, Mr. Trotman, Mr. Cottis, Mr. and Mrs. Deckson.

## METEOROLOGICAL.

Previous Day on date, 6 p.m. 6 a.m. 12 p.m.  
Barometer .... 29.59 29.69 29.61  
Temperature ... 81 79 81  
Humidity .... 83 93 83  
Wind Direction E. E. N.N.W.  
Wind Force ... 3 1 2  
Weather ..... or o op  
Rain ..... 0.70 0.00 0.50  
Highest open air Temperature on the 19th 82  
Lowest open air Temperature on the 20th 77  
H.K. Observatory, Aug. 20, 1920.  
C. W. JEFFRIES, Director.

## EX-SOLDIERS WRECK WAR TROPHY.

A number of ex-service men at Atherton marched to the village green, seized a captured German howitzer, and tried to throw it over a bank, but the wheel came off. Each man was fined 20c for damaging walls and gates through which the gun crashed.

## TO-DAY'S SHARE QUOTATIONS.

## OFFICIAL PRICES

## Banks.

H.K. & S. Banks a. 600

## Marine Insurance.

Cantons s. 335

North Chinas n. 160

Unions n. 170

Yangtzeos n. 23

Far Easterns n. 20

## Fire Insurance.

China Fires n. 123

H. K. Fires b. 317

## Shipping.

Douglasas b. 80 81

H.K. Steamboats b. 234

Indos (Pref.) b. 174

Indos (Def.) L. R. b. 210

Shells b. 136/3

Ferries b. 244

## Refineries.

Sugars b. 224

Malabons n. 35

## Mining.

Kailans b. 96

Langkats b. 16

Shanghai Loans b. 130

Shai Explorations b. 35

Raubs n. 27/6

Tronochs b. 27/6

Ural Caspians b. 29

Docks, Wharves, Godowns, &c.

H.K. Wharves a. 85

K. Docks n. 143

Shai Docks b. 125

N. Enginings n. 29

Lands, Hotels & Buildings.

Centrals b. 103

H.K. Hotels b. 128/4

L. Invest. n. 112

H. phrys Est. b. 785

Kloom Lands b. 33

L. Reclamations b. 140

West Points b. —

## Cotton Mills.

Ewos n. 1.560

Kung Yiks n. 1.52

Lan Kung Mows n. —

Orientals n. —

Shai Cottons n. 1.270

Yangtszeopos n. 35

## Miscellaneous.

Cements b. 8 sa. 7.80/3

China Boronee b. —

Do. Light old b. 7.1/2 sa. 5.40

China Providents b. & sa. 7.34

Dairy Farms b. 22

Electrics H. K. b. 18 1/4

Electrics Macao b. 30

Hongkong Ropes b. 21

Hk. Tramways b. 6.80

Peak Trams, old b. 6.10

Do. new b. 60 cts.

Steam Launderies b. 4 1/4

Steel Foundries b. 10

Water-boats b. 14 1/4

Watsons b. 5.50

Wm. Powells b. 11 1/2

Wisemans b. 35

Bk. East Asia b. 115

H.K. Fires b. —

Centrals b. —

## Hongkong, Aug. 21, 1920.

## TIDE TABLE.

6th to 22nd Aug. 1920.

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